

Royal Navy Officers'

Uniforms are perfectly  
tailored by Bernards

**BERNARDS MEN'S SHOPS**  
40 Commercial Rd., Portsmouth  
Telephone 6596  
30 Royal Parade, Plymouth  
Telephone 66543

# Navy News

Bernards are complete Tailors and  
Outfitters to Royal Navy Officers

An appointment for a representative  
to call will gladly be made on request

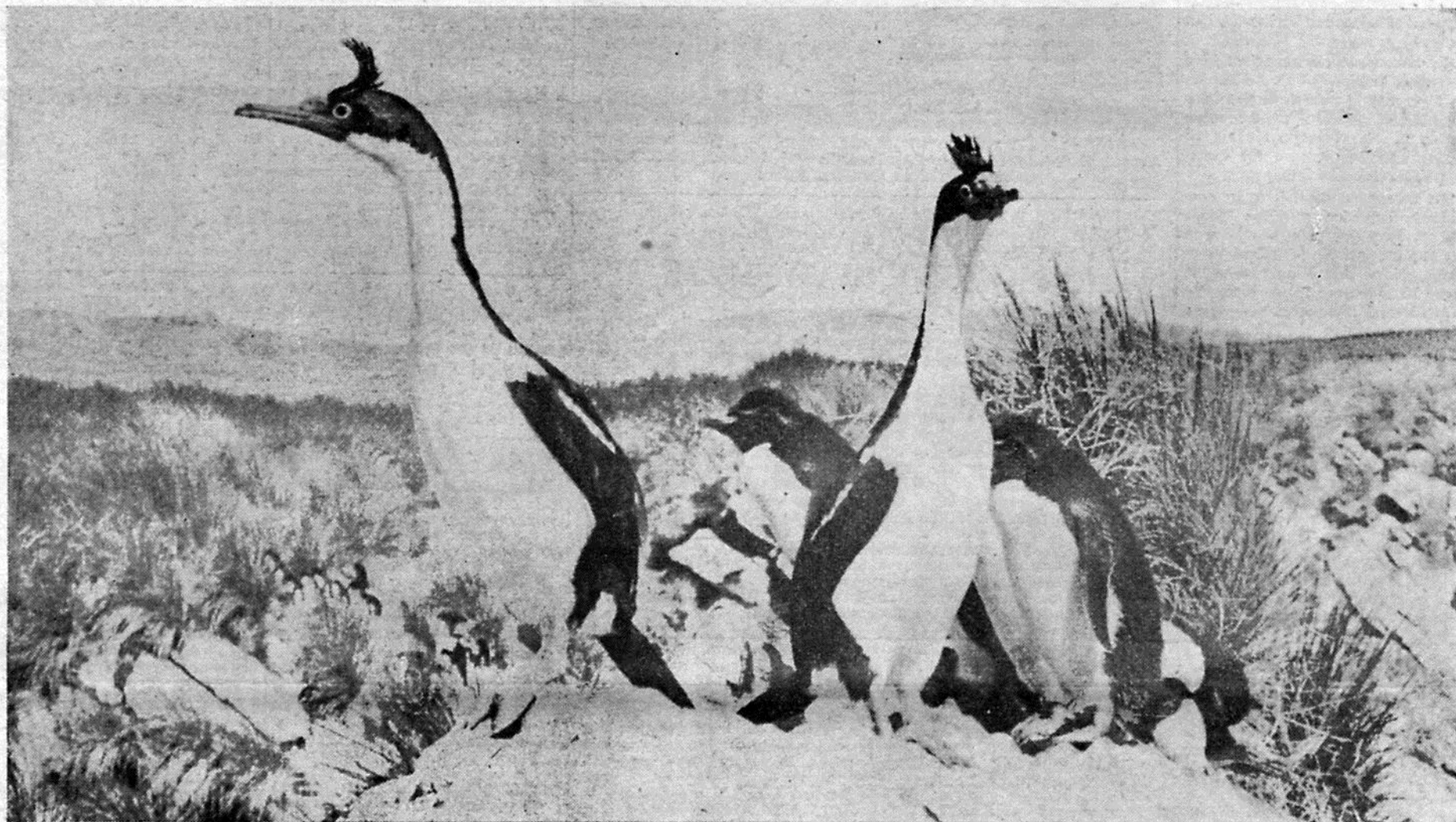
**BERNARDS MEN'S SHOPS**  
40 Commercial Rd., Portsmouth  
Telephone 6596  
30 Royal Parade, Plymouth  
Telephone 66543

No. 33 FEBRUARY, 1957

Published first Thursday of the month

Price Threepence

## HERE COMES "PROTECTOR"



*Shocked surprise shown by King or Blue-Eyed Shags sharing nesting site with Rockhopper Penguins on Kidney Island in the Falklands—A photograph received from H.M.S. Protector*

## DRAFTING FORECAST

### Commissioning Programme

#### PORTSMOUTH

##### FOR GENERAL SERVICE

March, 12, 1957: H.M.S. Lynx\* commissions for service in Home Fleets and South Atlantic.

March 19, 1957: H.M.S. Armada\* commissions for service in Mediterranean and Home Fleets.

March 20, 1957: H.M.S. Bulwark commissions for General Service.

March 26, 1957: H.M.S. Scarborough\* commissions for service in Mediterranean and Home Fleets.

April 4, 1957: H.M.S. Kenya commissions for service in Mediterranean and Home Fleets.

April 30, 1957: H.M.S. Undine commissions for service in Home Fleets.

##### FOR FOREIGN SERVICE

May, 1957: H.M.S. Newcastle commissions at Singapore for Far East Station.

May, 1957: H.M.S. Modeste commissions at Singapore for Far East Station.

*Note.*—The ships' companies of ships marked \* have been completed.

#### CHATHAM

##### FOR GENERAL SERVICE

April 30, 1957: H.M.S. Ursa, for General Service Commission in 6th Frigate Squadron (Home-Mediterranean Cycle).

May 7, 1957: H.M.S. Gambia, for General Service Commission (Home/East Indies Cycle).

May 28, 1957: H.M.S. Lagos, for General Service Commission in 1st Destroyer Squadron vice H.M.S. Chieftain

★

#### DEVONPORT

##### FOR GENERAL SERVICE

February, 1957: H.M.S. Salisbury commissions for Home Sea Service.

February 5, 1957: H.M.S. Russel commissions for Home Sea Service.

February 26, 1957: H.M.S. Eagle re-commissions.

March 7, 1957: H.M.S. Ulster commissions for General Service (Home/South Africa and South Africa).

March 19, 1957: H.M.S. Barfleur re-commissions for General Service (Home/Mediterranean).

March 19, 1957: H.M.S. St. Kitts re-commissions for General Service (Home/Mediterranean).

April, 1957: H.M.S. Loch Ruthven commissions for General Service (Home/East Indies).

April 30, 1957: H.M.S. Ulysses re-commissions for General Service (Home/Mediterranean).

April, 1957: H.M.S. Dalrymple re-commissions for Home Sea Service.

May, 1957: H.M.S. Burghhead Bay commissions for General Service (Home/South Africa and South Africa).

May 28, 1957: H.M.S. Hogue commissions for General Service.

##### FOR FOREIGN SERVICE

February, 1957: H.M.S. Cook re-commissions for Foreign Service (Surveying).

June, 1957: H.M.S. Opossum commissions for Foreign Service.

June, 1957: H.M.S. Opossum commissions for Foreign Service.

**See page 2 for  
Order/Renewal Form**

## NAVAL BIRD WATCHERS

### H.M. Ships preparing Scientific Reports

REPORTS PREPARED in scientific detail and containing data that has taken hours, often spent in the open under arduous conditions to assemble, will be on their way to Britain during the next few weeks from the South Atlantic.

Responsible for their preparation are officers and ratings of the Royal Navy, but they are reports very different from those normally required in the course of their duties. Those concerned are members of the R.N. Bird Watching Society serving in ships visiting the Falkland Islands and their Dependencies and in their off-duty watches they are adding to the knowledge already existing on marine bird life in those regions.

#### Naval Bird Watchers

A number of the Naval Bird Watchers engaged in this work are on board H.M.S. Protector, a converted netlayer, now undertaking her second commission in the Sub-Antarctic, while others are members of the ship's company of the Royal Yacht Britannia, visiting the islands and their Dependencies with the Duke of Edinburgh embarked. Other information is expected from the Trans-Antarctic Expedition ship, the Magga Dan, bound for the coastline of the South Polar continent, from Mr. David Stratton, second-in-command of the expedition and a former Sub-Lieut. in the R.N.V.R., who is making special reports to the R.N.B.W.S.

Reports and photographs addressed to the Society from the Protector—in which the Commanding Officer,

Capt. J. V. Wilkinson, D.S.C., G.M., R.N., is himself a keen ornithologist—will include information assembled as a result of a recent visit to Kidney Island, less than a mile long, covered with tussock grass, with 100-foot-high cliffs and standing off the headlands protecting Port Stanley.

#### Rough Landing

A party from the ship that scrambled ashore on the island, on which landings are seldom made because of the rough seas, found the birds making their home there extraordinarily tame. In the high cliffs were found rookeries and colonies of Rockhopper Penguins, King or Blue-eyed Shags, Cassin's Terns and Scoresby Gulls.

In addition, Turkey Buzzards were recorded as patrolling the island, while Kelp Geese, Falkland Island Flightless Duck and Black Oyster Catchers were seen.

Only scanty reports can be expected from the Magga Dan as she pushes her way southwards as far as any ship can penetrate. In these regions only two species are likely to be found breeding—the great Emperor Penguin and the little Adelie Penguin—but in the open water and among the pack ice surrounding the coastline Sooty Shearwaters, Snow, Antarctic and Wilson's Petrels; the small Prions and an occasional Antarctic Skua are likely to be reported.

Other material will reach London from the Royal Yacht calling at Antarctic outposts on her way back to Britain from Australia and New Zealand.



## Navy News

### EDITOR

Rev. W. J. E. Tregenna-Piggott,  
O.B.E., F.R.G.S., R.N.

Royal Naval Barracks Portsmouth  
Tel.: Portsmouth 74571 (Ext 2777)

## EDITORIAL

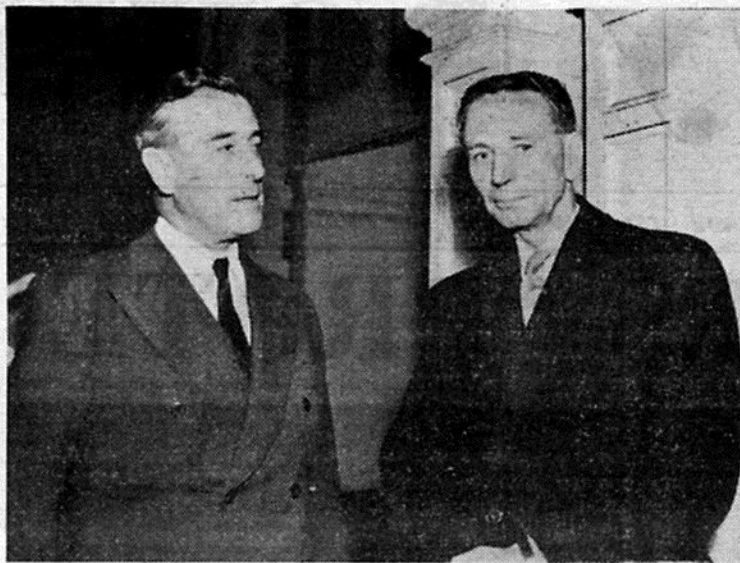
IT IS with regret that we say "Good-bye" to Viscount Hailsham. In the short time he served as the First Lord of the Admiralty he showed a very real interest in the Navy which we were quick to discern and to appreciate. As he takes over his new appointment as Minister of Education he has the best wishes of us all.

We welcome as our new First Lord the Earl of Selkirk, O.B.E., A.F.C. We are honoured to publish in this issue his personal message to the many readers of NAVY NEWS. He will be visiting establishments in the Portsmouth Command on Friday next.

We understand there is to be considerable reduction of ships of the Reserve Fleet this year. Many are to be scrapped, including Duke of York, Anson, Howe and King George V. Regretful as we are to see these fine ships go—and many of us have served in them—we realise that there may be little use for them today. The saving in manpower and cost will be enormous and the fighting efficiency of the Fleet will be unimpaired.

From Monday next the NAVY NEWS office will be transferred to the Shore Accommodation office situated just inside the Main Gates, Royal Naval Barracks, Portsmouth. (New telephone number: Dockyard 2777.) It is our intention to work closely with the Shore Accommodation Officer, and we feel that together we shall be able to do a great deal to enable officers and ratings to find homes.

## The First Lords



A recent photograph of the new First Lord, the Earl of Selkirk, O.B.E., A.F.C., and Admiral of the Fleet Earl Mountbatten

## Farewell Message from VISCOUNT HAILSHAM

WHEN I came to the Admiralty less than five months ago I was hoping for a long and fruitful period of office as First Lord. I can hardly find words to express the regret I feel at having to leave your Service after so short a time. Short though it has been my tenure of office has not been uneventful. Controversy will long rage about the political implications of what has occurred during these last five months. But of one thing all Britain may rejoice.

The officers and men of the Royal Navy and the Royal Marines have once more proved themselves worthy of their country's confidence and equal in daring and skill to the

highest standards set by their own traditions. I wish to thank all ranks for the new sense of inspiration and dedication to our country's service which they have given me during this time.

I leave the Admiralty with deep regret and with an unshakeable faith in the Navy's future. Nothing will obliterate my affection for the Fleet and its tradition. I hope that in return you will take a modest pride in having helped to educate a Minister of Education. May God bless you all in all your doings, and grant to our country a renewal of the sense of duty and mission which in the past the Navy has done so much to inspire.

## A Helicopter at the Boat Show

IT WAS considered an ideal opportunity to show the public—especially those who are keenly interested in sailing, cruising and "messing about in boats"—in general—just what a helicopter could do in carrying out rescues and how those people, unfortunately enough to need our services, could assist in their own rescue and help by making a clear landing area on a beach and thus avoid accidents from whirling rotor blades.

A Whirlwind was transported by road to Olympia by N.A.T.S.U. during the Christmas leave period and with A.A. Pidgeon and A.A. Davies, was positioned with difficulty on a platform approximately twelve feet high on the Admiralty stand.

An electric motor was installed in the cabin of the aircraft to enable the winch to be operated and "lifts" to be made. The rescue net was hung in position, a stretcher and a dinghy with a dummy figure was also exhibited. Pictures of the helicopters' Suez landings and a list of "mercy missions" carried out by 705 Squadron during 1956 were also on view.

A crew of one officer and four crewmen (Lieut. Clare; Acmm. Goodchild; P.O. Tel. (Air) Jarvis; Ldg. (Air) Chick; N.A. Bennett), were on the stand to give demonstrations and answer questions.

### Opening

The show was opened at 1100 on Tuesday, January 1, 1957, by Viscount Hailsham, First Lord of the Admiralty who, after his opening speech, visited the stand, and under a battery of photoflash bulbs was "single lifted" into the helicopter.

The show being open, it was decided that the crew would work in two twenty-four-hour watches; changing over at 1500 each day. Two sea cadets were available daily and a "duty crew" consisted of: one cadet in the pilot's cockpit to operate the winch switch; one crewman in flying kit to carry out demonstration lifts; one crewman to supervise and control the queue of small boys waiting to be lifted.

A "demonstration" consisted of a talk by Lieut. Clare describing the

use of the net and the techniques used for double and single lifts, using a strap (a cadet being used for a double lift and a single lift), describing how the aircraft made its run up, to the time survivor was landed. Members of the audience (which was, without exception, a considerable one) were then invited to be "rescued," and the winch was kept busy for the next fifteen minutes, when we stopped any further volunteers joining the queue.

### Demonstration and Lifts

It was decided after the first day's experience to give a demonstration and lifts for the first twenty minutes of each hour, the remainder of the time—forty minutes—being available to answer questions until the next demonstration took place.

This worked well, but the twenty minutes gradually increased to thirty minutes after the first few days. However, all went very well, the crewmen and two maintenance ratings doing magnificent work.

### Visitors

Among the notable visitors to the stand were: Donald Campbell, C.B.E., Dame Margot Fonteyn; Mr. Terry-Thomas; Miss Diana Dors; and The Tiller Girls.

It is estimated that an average of 800 lifts were made each day, over 1,000 being made on Saturday, January 5, the youngest being nineteen months, the oldest a lady "in her 70's." The most frequent question by far which was asked was "How does a helicopter go forward?"

Great interest generally was shown by all visitors to the show, our audiences numbering around fifty for each demonstration, and it is considered that the public were grateful for the information given and for the service rendered by rescue aircraft in general.

### CANCELLATION OF EASTER NAVY DAYS

In view of the fuel shortage which is likely to restrict both the scale of displays that can be put on and also the numbers of visitors that can attend, the Easter Navy Days at Portsmouth and Chatham have been cancelled.

## R.N.V.R. (Air) Divisions Disbanding

"THEIR LORDSHIPS, with extreme reluctance, have been compelled by financial and manpower considerations to agree to the disbandment of the Air Branch of the R.N.V.R. This step is necessary to ensure the replacement and re-equipment of the Fleet as a whole within the limit of Navy Votes which our economy can stand. The Air Branch was created after the war and has been built up to become a fully competent part of our Naval air power over the last ten years. This achievement was made possible only by the enthusiastic and unreserved support of all volunteer officers and ratings. Their Lordships wish to express their appreciation to all R.N.V.R. officers and ratings, past and present, who have helped to make the Air Branch a success, and deeply regret that it can no longer be retained. Arrangements will be made as far as possible to allow officers and ratings to remain members of the R.N.V.R. and to be eligible for Naval service in the event of mobilisation."

This extract from an Admiralty General Message of January 15, 1957, constituted the official tribute to the passing of the force which was the Auxiliary of the Fleet Air Arm.

These officers and men, exhibiting an extraordinary brand of selflessness in the highest traditions of the Service, devoted their week-ends to train-

ing in order that a high standard of air efficiency could firstly be achieved and then constantly maintained, thus ensuring that in the event of an emergency demanding a general mobilisation, they could take their place alongside the regulars in the Fleet.

So effective were their efforts to this end during the relatively short time available each week-end, that from the R.N.V.R. air divisions, five fighter and six anti-submarine squadrons were ready to back up the Royal Navy had they been required and recognition of this achievement by their Lordships is the reward of the five air divisions.

The divisions were stationed as follows: Scottish at Royal Naval Air Station, Abbotsinch; Northern at Royal Naval Air Station, Stretton; Midland at Royal Naval Air Station, Bramcote, and Royal Air Force, Honiley; Southern at Royal Air Force, Benson; and Channel at Royal Naval Air Station, Ford.

The disbandment is to be completed by March 10, 1957, and before this date the Admiral Commanding Reserves, Rear-Admiral Thistleton-Smith, C.B., G.M., and the Flag Officer Air (Home), Admiral Sir Caspar John, K.C.B., will together carry out the sad task of visiting each air division to attend the final parades.

## Disbanding of R.N.V.R. Air Squadrons

### Future of the Officers and Ratings

A CHOICE of three courses will be open to most of the officers of the R.N.V.R. Air Branch affected by the Admiralty decision to disband the R.N.V.R. air squadrons and discontinue the National Service training of aircrew in the Fleet Air Arm.

Those officers who have completed their full-time National Service obligations will be able to (a) transfer to the General List of the R.N.V.R.; (b) retain their commissions on a separate list until completing their engagements or other commitments, or (c) retire, providing they have a minimum of ten years' reckonable service.

### R.N.V.R. List

Officers expressing a wish for their names to be kept on a separate R.N.V.R. list will not normally be called up for any part-time training, but the Admiralty retains first call on their services in an emergency. Those opting for the General List will be eligible for List I or List IIA (with normal or reduced training requirements respectively) according to their rank, age and qualifications.

The small number of professional civil air pilots in this category can, of course, enter the Royal Naval Reserve (Air). There will also be opportunities for officers in the air divisions to apply for a limited number of Supplementary List Commissions as aviators in the Royal Navy.

It is proposed that officers still doing full-time National Service who are training as pilots or observers, and others completing their full-time service in Fleet Air Arm squadrons, will be allowed to withdraw from active flying if they wish. For those who prefer to continue flying, officers undergoing courses may complete the courses on which they are engaged and those appointed for duty in the squadrons may complete their full-time National Service on flying duties. The numbers concerned are very small. Opportunities exist for Supplementary List Commissions in the Royal Navy for those wishing to continue flying in the Service.

### Ratings

As far as ratings are concerned, normal volunteers and post-National Service men will be allowed a free discharge or transfer to a General Service Division of the R.N.V.R. List I. If the post-National Service ratings elect to be discharged, however, they would automatically be enrolled into the Royal Navy Special Reserve and would be liable for call-up under the 1954 Reserves Act.

Pre-National Service ratings will be attached to the R.N.V.R. General Service Divisions List II and where practicable training arrangements will be made for them until their call-up, when they will have their existing guarantee of full-time service in the Fleet Air Arm. They may, however, transfer to List I of the General Service Division and undertake their National Service in their new branch.

### Bounty

Officers and men who are disbanded will be eligible to receive bounty earned up to the time of dis-

bandment. They will also receive an additional year's bounty from the date of discharge or a proportionate bounty until the end of the individual's current engagement (if that is less). Pre-National Service men will receive bounty until the date of their call-up for full-time service if that is within twelve months.

For officers and men transferring to the R.N.V.R. General List, the additional bounty will be in lieu of any bounty to which they would be entitled on the General List.

Suppliers to the Admiralty, M.O.S. & G.P.O. of

**SPECIAL  
ELECTRICAL  
EQUIPMENT**  
INCLUDING

- AUTOMATIC VOLTAGE REGULATORS.
- ROTARY TRANSFORMERS
- MOTOR GENERATORS

**NEWTON BROTHERS (DERBY) LTD**  
ALFRETON ROAD, DERBY

**WEEKEND LEAVE**  
(LONG AND SHORT)

**TRIUMPH COACHES**  
LTD.

3 Edinburgh Road, Portsmouth  
Phone 70863

Operate the following Official Express Services for Service Personnel EVERY WEEKEND

E DS	47/9
BRADFORD	47/9
HUDDERSFIELD	44/6
SHEFFIELD	40/1
NOTTINGHAM	34/-
LEICESTER	28/6
NORTHAMPTON	23/-
LIVERPOOL	44/6
MANCHESTER	42/6
NEWCASTLE-UNDER-LYME	35/9
STAFFORD	33/-
WOLVERHAMPTON	28/6
BIRMINGHAM	27/6
COVENTRY	25/3
WARWICK	22/-
BANBURY	19/3
OXFORD	16/6
PLYMOUTH	28/3
DRUMBRIDGES	23/3
EXETER	21/3
BRISTOL	19/3
SALISBURY	9/-
GLOUCESTER	27/6
SWINDON	20/-
CIRENCESTER	23/-
MARLBOROUGH	16/6
READING	12/-
PORTLAND	16/3
from Fareham	15/3

All these services will take the following route for convenience of Service Personnel: R.M. Barracks, Eastney; H.M.S. Vernon; Royal Sailors' Home Club, Queen Street; R.N. Barracks, Unicorn Gate; Stanley Rd. for H.M.S. Excellent; H.M.S. Phoenix; R.A.O.C.; Hulse Barracks; Cosham Hornes; Town Quay Fareham. For further information write, phone or call: Triumph Coaches Ltd., 3 Edinburgh Rd., Phone 70863.

Coaches depart from the R.S.H. Club every Friday at 4.30 p.m., and Saturday at 12.30. Seats may be booked at the bookstall of the club or with the hall porter at the Royal Sailors' Home Club, Queen Street, Portsmouth. Telephone No. 70281/2.

## Order or Renewal Form

(Delete as appropriate)

**'NAVY NEWS' OFFICE, ROYAL NAVAL  
BARRACKS, PORTSMOUTH**

Please post a copy of each issue of "Navy News" to

NAME.....

ADDRESS.....

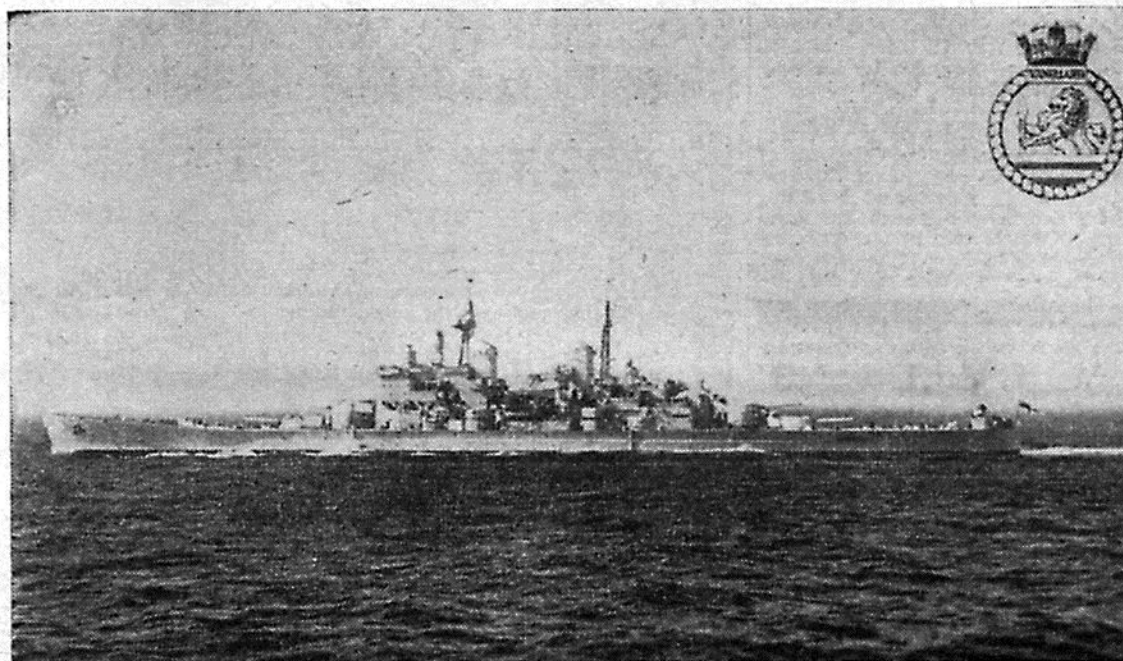
I enclose herewith money order/postal order/cheque value 5s., being a subscription for 12 issues, including postage.

Commence.....(Month)



## SHIPS OF THE ROYAL NAVY

## No. 17. H.M.S. VANGUARD



Field: Blue.

Badge: Issuing from barry four white and green a demi-lion gold supporting a spear issuing white.

Motto: We lead.

Laid down in Clydebank yard of Messrs. John Brown & Co. Ltd. on October 2, 1941; launched on November 30, 1944, by Her Majesty The Queen, then Her Royal Highness The Princess Elizabeth; commissioned for trials April 25, 1946, and finally accepted into the Royal Navy August 9, 1946.

Designed by Sir Stanley Goodall. Length overall, 814 ft.; beam, 108 ft.; displacement, 42,500 tons; armament, eight 15 in. guns, sixteen 5.25 in. A.A. guns, numerous short-range A.A. guns.

Each gun weighs 100 tons. Each shell weighs 1,920 lb. The guns were those

first mounted in H.M.S. Glorious and H.M.S. Courageous in 1917.

The present Vanguard is the ninth ship in the Royal Navy to bear the name.

The first Vanguard was a galleon of 500 tons carrying 42 guns. Built at Woolwich in 1586 and taking part in the attacks upon the Spanish Armada, she was disposed of about 1629.

The second was a second rate of some 600 tons, some 40 guns or so, launched at Woolwich in 1631. Sunk at Chatham in 1667.

The next Vanguard was a second rate of 1,357 tons and 90 guns, built at Portsmouth in 1678. Renamed Duke in 1728.

The fourth ship of the name was a third rate of 1,419 tons and 70 guns built in 1748 at Cowes. This vessel took

part in the capture of Quebec. She was sold in 1774.

The next Vanguard registered on the lists of the Navy was a third rate of 1,690 tons built at Deptford in 1787. She was flagship of Rear-Admiral Sir Horatio Nelson at the Battle of the Nile in 1798. Broken up in 1821.

Then came a second rate of 2,609 tons, 80 guns. Renamed Ajax in 1867.

An ironclad came next. Launched at Birkenhead in 1870 she was of 3,774 tons and armed with 14 guns. Sunk in collision with the Iron Duke off Ireland on September 1, 1875.

The eighth Vanguard was the battleship of 19,250 tons, launched at Barrow and being completed in 1910. Blown up in 1917 by an internal explosion at Scapa Flow.

## MOTORING NOTES

ALTHOUGH AT the time of writing these notes the weather is reasonably mild it is wise to remember that so far this winter we have not had any really bad icy weather in the south of England. Judging by previous experience we are unlikely to escape our share of snow and ice and a few words of advice may help readers to avoid some of the pitfalls which await the unwary motorist.

## A Reminder

(a) *Anti-freeze.* Last year many people were caught out because the anti-freeze in their car radiators had deteriorated in strength due to leakages or evaporation. Unfortunately, although a weaker mixture of anti-freeze will prevent cracked cylinder blocks, its effect under freezing conditions is to become mushy with the result that it cannot be circulated by the water pump. Furthermore the lower half of the radiator also becomes blocked and the combined result is that the coolant in the upper half of the engine and radiator boils.

Most good garages possess a special hydrometer for testing the strength of anti-freeze and it would be as well to have this done and have the necessary quantity added to the coolant before a further cold snap catches people unawares. It will also be advisable to blank off the lower half

of the radiator which will not only stop it from freezing but will raise the general engine temperature and help to give more miles per gallon.

(b) *Tyre pressures.* In view of petrol rationing most people have had their car tyre pressures increased by three-four lbs. in order to reduce rolling resistance and to improve petrol consumption. Unfortunately on greasy or frozen surfaces these higher pressures reduce road holding considerably. In such cases, safety comes before miles per gallon and pressures should be reduced to normal, or even four-five lbs. below normal, on really slippery roads.

## Black Ice

The most dangerous conditions are usually found in the forenoon or early evening when a film of ice or frost covers a normal-looking road, so beware of the black polished surface when frost has been forecast. Black ice is far more deadly than frozen snow, which is apparent by its colour, whereas black ice gives no visual warning at all.

The easiest way to recognise the state of the road is by the lightness of the steering unless you are particularly ham-handed. If you suddenly find that the steering has gone light and lacks its normal resistance or there is no immediate response to

the steering wheel, which appears to have a delayed action, there can only be two causes. One is a steering defect, the other is an icy road. A puncture will of course also make the handling of the car feel peculiar, but in all cases of steering peculiarity one ought to stop and investigate. It is always cheaper to stop for a short while to check the cause than risk trouble by continuing.

## Driving on Ice

The rules for driving on ice are very simple. Most important is a moderate speed and absolute caution all the time. A velvet touch on all controls is essential and the real secret is to check any skid before it has a chance to develop. The method of controlling a skid is well known to most experienced drivers and is simply a case of steering towards the skid, i.e., if the tail of the car swings out to the right, you steer to the right, and vice versa. Normally only a slight twitch of the wheel is necessary.

Braking must be carefully executed whilst on the straight. Use of the brakes whilst skidding or cornering on frozen roads invariably leads to complete loss of control. Cornering should be carried out under control of the accelerator at a constant and moderate speed, all acceleration being confined to the straight. It is also policy at all times to keep in as high a gear as possible within the pulling power of the engine.

## Secondhand Values

With the first panic arising from petrol rationing, secondhand values fell considerably. Last month, however, the decline in values steadied and recently they have been recovering rapidly, so that in many cases they are back to the prices ruling before the Suez crisis. It is significant that car dealers appear to be investing in all post-war cars of about ten horse-power and below, ready for a kill in the spring.

For those contemplating purchase of a car I would advise you to do something about it before the bargains are all snapped up. Small cars both new and secondhand are in demand now, and prices must be forced

SEE PAGE 16 FOR CLASSIFIED ADVERTISEMENTS

## NAVAL ESCORT FOR H.M. THE QUEEN'S VISIT TO LISBON

THE FOLLOWING ships will form the Royal Naval Escort for Her Majesty The Queen's State visit to Lisbon in February:

H.M.S. Chieftain: Capt. A. E. T. Christie, O.B.E., D.S.O., Royal Navy (Capt. (D) First Destroyer Squadron).

H.M.S. Chevron: Cdr. I. D. McLaughlin, D.S.O. and Bar, Royal Navy.

H.M.S. Chaplet: Cdr. M. F. Renshaw, Royal Navy.

All three ships are "Ch" Class destroyers, of 1,710 tons standard displacement, and were completed in 1945/46. At present they are part

of the First Destroyer Squadron in the Home Fleet.

They are due to arrive at Setubal, a Portuguese port, a few hours steaming from Lisbon, on February 15. H.M. Yacht Britannia will also arrive there either that same evening or the following morning.

H.M. Yacht Britannia, wearing the Royal Standard and escorted by the three destroyers, will sail from Setubal on the morning of February 18 and arrive at Lisbon at 1100 G.M.T. the same day.

The three destroyers will remain in company with H.M. Yacht at Lisbon until required to sail to take up stations in connection with Her Majesty's return to England by air.

## TROOPING IN H.M.S. OCEAN

THE FIRST of this year's trooping trips was made in August when 1,334 officers and men of the 21st and 50th Medium Regiments Royal Artillery were taken the 3,000-odd miles from Devonport to Cyprus. After a very quick turn round in Cyprus, we found ourselves returning to Malta with 864 officers and men of the 40 Royal Marine Commando, together with 150 vehicles and 150 tons of stores. Returning to the United Kingdom, still at high speed, we enjoyed the quietness of our own company for the voyage fully expecting a quick turn round. However this was not to be and we found ourselves waiting—like Mr. Micawber—for something to turn up. A short interlude with 845 Squadron at Spithead at the end of September followed, and we then found ourselves back at Devonport preparing to return to training.

This, however, was not to last, and on October 27 we found ourselves sailing from Devonport with the 145 members of the Joint Helicopter Unit, their twelve aircraft and thirty-six vehicles. We fondly imagined that the object of our trip was to carry out exercises off Malta, but before we reached there the Suez balloon had burst and we found ourselves going post-haste to Malta to load up with more troops.

From Malta we carried the Joint Helicopter Unit, part of 45 Royal Marine Commando, 215 Wing R.A.F., and various other units—a total of 612 officers and men with aircraft, vehicles and stores to fit. These we landed at Port Said on November 6 and 7, and on the 8th we found ourselves loading up with the 1st Battalion of the Parachute Brigade, some 573 strong. These we carried to Famagusta and then set off to Malta, where we fondly thought we might rest a while.

However, when we arrived at Malta on Sunday, November 11, at 1115, we found that our next task

was already lined up and, after disembarking our remaining casualties, we found ourselves loading up with the 1st Battalion of the Somerset Light Infantry. At 2000 the same day we sailed with 834 officers and men, together with 146 vehicles. We landed these troops and equipment at Limassol and sailed the same day. Then followed an historic occasion—the landing on and flying off of three Austers—perhaps the last fixed wing aircraft ever to use our flight-deck. After flying off the Austers near Port Said we set course for Malta and arrived there on November 17, for what we fondly imagined would be a ten-day self maintenance period.

The next week saw the ship busily chipping and painting, but on Saturday, November 24, we received orders to sail, and at 0700 on Sunday (it's curious how everything happens on Sundays in Ocean) we were off again for an "unknown destination." In spite of this we found ourselves at Port Said on the morning of November 27. There we embarked the 42 Royal Marine Commando, the troops that were not there, and sailed again that evening with 591 officers and men and with ninety-two vehicles of various sizes and 117 motor-bikes for, as it turned out later, Malta.

At Malta we had a short period of indecision while higher authority decided whether Ocean could be allowed to return to the United Kingdom. On Friday morning we were told that we could go, and on Saturday, December 1, we were on our way after loading a further 338 troops (all reservists or retained men) and part of the Joint Helicopter Unit. After a short stop at Gibraltar we carried on our way to the United Kingdom at the unaccustomed speed of fourteen knots and arrived at Devonport on the morning of December 7. Thus ended a busy and eventful period in the life of Ocean and in the life of all those who sailed in her.

up by the normal laws of supply and demand.

Incidentally there is now a waiting list of three-four months for new Morris Minors and Austin A.35s.

## Buyers' Guide

The following are a few examples of current prices.

			mileage
£205	1946	Austin 8 saloon	85,000
£220	1947	" 8 "	80,000
£210	1946	" 10 "	85,000
£225	1947	" 10 "	80,000
£210	1949	Ford Anglia	70,000
£220	1950	" "	60,000
£200	1947	" Prefect	80,000
£230	1949	" "	70,000
£215	1946	Morris 8 2-door	
		Series E	80,000
£225	1946	Morris 8 4-door	
		Series E	80,000
£195	1948	Standard Flying 8	70,000
£245	1953	" Eight	36,000

Bodywork is important. Be suspicious of the car which has been re-sprayed and examine very carefully the bottom outer panels and lower edges of all doors, inside and out and the areas around the rear wheel arches, and inside the boot. These are all prone to rust and will have been temporarily stopped-in by the dealer. It is better to buy a car with faded, but original, paintwork where you can see what you are buying.

## A Warning

Don't forget that it is an offence for anyone, dealer or otherwise, to sell a car or use it on the roads unless the brakes, steering and lights are completely serviceable and safe.

A. E. Marsh

## BOATS

## AND BOAT EQUIPMENT

the new monthly periodical which gives a unique information service to everyone interested in boats. Concession rate subscription for new readers: 20/- per annum for 12 consecutive issues post free (or 2/- for specimen copy) from

DELTA PRESS LTD

48, Dover Street, London, W.1

"Collar sense at last, Jack . . . that certainly is smart!"



ASK YOUR OUTFITTER FOR



SAVES ITS COST 3 TIMES OVER  
IDEAL FOR NAVAL WEAR

Trade enquiries: H. R. DENNE, 30 WHITEPOST LANE, LONDON, E.9

## SHIPS OF THE ROYAL NAVY

## No. 17—H.M.S. Vanguard

Please forward one postcard of H.M.S. Vanguard as reproduced at the top of this page, for which I attach stamp value 2d. (Use Block letters please.)

Name .....

Address .....

PIN ONE  
STAMP  
VALUE 2d.

Photo postcards of H.M. Ships Theseus, Bulwark, Ocean, Eagle, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron and Zest may be obtained (without coupons), price 6d. each, including postage.



# W.R.N.S. NOTES . . .

## H.M.S. COLLINGWOOD

### W.R.N.S. Book of Remembrance

A SUM of £14 10s. 0d. is to be forwarded to the Director, W.R.N.S. A sale of lost property in the Wardroom raised £12 and the remainder was collected from the W.R.N.S. Unit.

### Leave Period

Last term finished in a blaze of dances and parties and most of us were glad when leave came. The W.R.N.S. quarters were closed from December 20 until January 3, during which several members of the Unit were accommodated at R.N. Barracks, Lee-on-Solent.

## H.M.S. VICTORY

On Christmas Day the Commodore paid his traditional visit to the Duchess of Kent Barracks after church, and saw preparations for the Christmas dinner. About forty ratings sat down to the full Christmas meal, which was thoroughly enjoyed. Many Wrens attended private parties later in the day.

## SPORTS NOTES

### Hockey

COMMAND TRIALS were held on December 21, and fifteen players were selected; the final decision on the Command XI will be made nearer the Championships. We were happy to have Inst.-Lieut.-Cdr. Gregory (R.N. Barracks) and Lieut. Bigden (H.M.S. Excellent) again selecting this year, and to have the feminine point of view on the construction of a hockey team put forward by Mrs. Brownlee (Cosham Ladies' Club), who will also be assisting in the selection of this year's Service team. This year's Command team will have many new faces, but we are fortunate to still have such experienced players as Third Officer Abley, P.O. Wren Simpson (H.M.S. Mercury) and Wren Scotton (H.M.S. Vernon). Wren Scotton was last year's Service centre-forward. Besides practices the team will play the following matches at the U.S. Men's Ground: February 3 v. Southsea Ladies, February 10 v. Civil Service, February 17 v. Cosham Ladies, and February 23 v. H.M.S. Daedalus. Do come along and support Portsmouth at these matches—the fresh air will be very good for your complexions and your presence and interest would be a tremendous encouragement to your team.

## R.N. Women's Inter-Service and Inter-Command Championships

For the first time, Portsmouth is to be the venue for the Inter-Command Hockey Championships, which will take place on February 27 and 28. Play on the 27th will be at Eastney, where Portsmouth meet Air, and Nore play Plymouth, the draw being the same as last year. The finals will be played on the 28th on the U.S. Men's Ground. Then on to Service trials and a programme of intensive coaching. The Service team will be playing a Hampshire XI at Alexandra Park on Sunday, March 3, and the following day the Civil Service at the U.S. Officers' Ground. The high-spot will be on March 7, when the R.N. Women's team meet the Army Women on the U.S. Officers' Ground, and the series will be completed by the match against the Royal Air Force at Uxbridge on March 8.

### .22 Rifle Shooting

Portsmouth tied with Nore with an aggregate of 1,531 in the Inter-Command Postal Shoot, but Nore had three more "bulls," thus gaining third place to Air and Plymouth. Wren Baker (R.M.B. Eastney) has been selected to shoot for the Service, and Wren Harvey, also from Eastney, and Wren Fennings (H.M.S. Vernon) are the Service reserves. The Royal Air Force are the hosts for the Inter-Service Championships, which will take place at R.A.F. Uxbridge on February 11. The Service team will be coming to Portsmouth on February 6 for coaching at the Rifle Range, R.N. Barracks, and matches have been arranged with the Civil Service on February 8 and Portsmouth Ladies on February 9.

### Badminton

The Inter-Command Championships will be held on February 15, at R.N. Barracks, Chatham. Nore are the present holders of the Inter-Command cup. Trials to select the Portsmouth team will be held shortly, and once again Mr. Thompson (of Portsmouth Club) will be selecting the team.

### Netball

The final of the Inter-Command Knock-Out Competition between H.M.S. Excellent and H.M.S. Mercury is scheduled for February 5, in the Gymnasium, R.N. Barracks. The holders of the cup, H.M.S. Victory, were defeated by H.M.S. Excellent.

## Friendly Wives

### VERNON BRANCH

THE H.M.S. Vernon Branch held their first meeting of 1957 in the Wardroom annexe, H.M.S. Vernon, on Wednesday, January 23, at 2.15 p.m.

The meeting opened with prayers, said by the Rev. C. Prior, and Mrs. Loftus played the piano for the singing of the hymn.

Mrs. Williamson-Jones, Vice-Chairman, welcomed Mrs. E. A. Blundell to her first meeting as Chairman of the Branch. In reply, Mrs. Blundell expressed her pleasure at becoming the chairman of a branch, the members of which were so obviously enthusiastic, and hoped the next year would be a very successful one.

The afternoon's entertainment was a beetle drive, which was run by Mrs. Bird. This is always popular because it enables members to mix freely and pleasantly. The prize-winners for this were Mrs. Linnell, Mrs. Robertson and Mrs. Baxter.

An evening bag was raffled by Mrs. Brewer and won by Mrs. West. Tea was served by the tea committee.

Our thanks are due to Wren Cooke for so kindly looking after members' children in the guest room.

### Future Events

By the time this appears, the February general meeting will already have been held; a full report of this will appear in the March issue.

The March general meeting, which will be held on March 6 at 2.15 p.m. sharp, will be "Any Questions," discussed by a distinguished panel. Members are invited to send their questions to the Hon. Secretary, if they have not already given them in at the February meeting.

### Sewing Meetings

Sewing meetings will be held in the Wardroom annexe, at 2.15 p.m., on February 13 and 27. All members will be very welcome at these.

### One of Our Readers

The interest shown in these notes and in NAVY NEWS generally, is indicated by a letter to the Hon. Secretary by Mr. Bob Royal, of 36 Clifford Road, Hounslow, asking if our new Chairman was, by any chance, the wife of an old messmate of his. He served in H.M.S. Princess Royal from August, 1914, to May, 1916, and although we have had to disappoint him, we are sure he would be glad to hear from any old shipmates. He is a member of the Hounslow Branch R.N.A.

### HAVANT BRANCH

JANUARY 15, 1957. Havant Branch meeting of the R.N.U.F.W. opened with prayers and the singing of the Naval hymn.

The Chairman (Mrs. Chavasse) then announced that the new branch now stood alone—and its progress and welfare was in the members' own hands. Features for future meetings were discussed and plans for a beetle drive, cooking, gardening lectures and demonstrations, etc., and a monthly sewing circle met with general approval. Followed an interesting talk by the Area Secretary, Mrs. S. Winter, on the general work and aims of the R.N.U.F.W., and her own many and various secretarial duties, including the visit to the meeting of the Central Council at Admiralty House, London.

She was warmly thanked by the Chairman, and this was seconded by Mrs. Oliver Jones. Tea was then served. We are pleased to hear that Lady Creasy will be able to visit us again on March 19.

### NORTH END BRANCH

OUR ANNUAL Christmas Party was held on Tuesday, January 8, in Fisher Hall, Whale Island, and was much enjoyed by young and grown-ups alike.

C.P.O. Taylor, assisted by two pirates, acted as M.C., and organised games before tea, for which Mrs. Simpkins played the piano. There was also a giant slide, which was a great attraction. At tea-time a conga was started and the whole party wound its way into the gym., where a gala tea was laid out on gaily-decorated tables.

After tea there was a cinema show in Fisher Hall, at the end of which Father Christmas (C.P.O. George) made a dramatic appearance down the slide. He gave each child a present and the pirates distributed

## Out of Uniform



Cardigan lover or sweater girl? Take your pick from these matching thick-knit woollies—either a handsome proposition for the spring. Both are raglan sleeved and patterned with cable-stitch panels. From the Morley range, they are made in a choice of eight colours, including oyster and a brilliant fiesta pink. Prices are about £3 6s for the cardigan and three guineas for the sweater.

## R.N. and R.M. Maternity Home

ON NOVEMBER 23, 1956, at "Bowl-lands," the R.N. and R.M. Maternity Home, Mrs. Hazel Sanderson presented her husband, ex-submarine L./Sea. Kenneth Sanderson, with twins, a boy and a girl. Mrs. Sanderson had only learnt two days previously that she was expecting twins. Judith, weighing 4 lb. 1 oz., arrived at 11.5 p.m., and Andrew, 3 lb. 2½ oz., ten minutes later. They were greeted by Sister Gilbert, before the doctor arrived.

Although so small, and inevitably losing some weight in the first few days, the twins made good progress. At first they were fed twice hourly, with a feeder resembling a pen-filler; but they soon made short work of that, and graduated to normal feeding. During their stay in the home, they had the proud record of never being sick, and never needing to be put in an oxygen tent.

The twins were visited by their father each morning, who quickly learnt by observation, and was soon able to lend a dextrous hand at feeding and "winding" the twins—especially Andrew (better known as "Buster" by father and the nursing staff). Mr. Sanderson was, of course, able to take over a "duty watch" as soon as the twins went home.

They were discharged from the home at the age of five weeks, Judith weighing 5 lb. 4½ oz., and Andrew weighing 4½ lb. They still visit the home every week to be weighed, and are making excellent progress.

## Blood Team to visit H.M.S. Vanguard

A TEAM from the South London Centre of the National Blood Transfusion Service will shortly be going on board H.M.S. Vanguard, flagship of the Reserve Fleet, to take blood from up to two hundred volunteers from the ship's company. The Vanguard is at present at Portsmouth.

The centre frequently receives donations of blood from men of the Reserve Fleet, but usually the sessions are held at a shore establishment. This time the team, consisting of Dr. J. Black and eight or nine other members, with their equipment, will be taken on board the Vanguard by boat.

In 1956 the centre collected 6,655 bottles of blood from men and women of the Royal Navy, the Royal Marines and the Women's Royal Naval Service.

### HON. GENERAL SECRETARY

Mrs. A. D. Orchard, Hon. General Secretary of the R.N.F.U.S.W. thanks all the many friends and members for their kind messages of congratulation on the honour bestowed on her in the New Year Honours List by the award of the M.B.E. She feels that this honour is a great recognition of the work of the Friendly Union of Sailors' Wives and, as such, should be shared with all members of the Union.

### SOUTHSEA BRANCH

OUR ACTIVITIES during the last two months included our annual Christmas party in December and a whist drive on January 11.

This year we were fortunate to be allowed the use of the theatre in R.N. Barracks for the Christmas party. The afternoon passed all too quickly—dancing, quizzes, games and various entertainments by members—all contributed their quota to the general entertainment. Our special thanks to Mrs. Watkins, who organised our games, Mrs. Bruce-Walker, who played so beautifully throughout the afternoon; to Mrs. Tregenna-Piggott, for her most entertaining sketch; to Mrs. Baker, whose singing was much enjoyed. Once again our tea committee and helpers provided an excellent tea.

On January 11, Mrs. Way organised a very enjoyable whist drive. This was held in the Victory Hut, R.N. Barracks, and we were most grateful to the Rev. W. Tregenna-Piggott, O.B.E., for having it so comfortable and warm on such a cold day. Prize-winners in the whist drive were Mrs. Prescod, Mrs. Sycamore and Mrs. P. V. Bartlett. A tin of fruit given by Mrs. Daw and a box of sweets were raffled, the winners being Mrs. Dore and Mrs. Lavender.

Our next meeting will be held in the Victory Hut on Monday, February 11, when we shall be having a hairdressing demonstration.

## SOUTHSEA'S Two MOST — POPULAR BALLROOMS —

**SAVOY . . . SOUTH PARADE**  
**KIMBELLS . . . OSBORNE RD. SOUTHSEA**

## AVAILABLE FOR ALL Ships' Company Dances

(whether a Submarine—Destroyer—Battleship or Aircraft Carrier)  
OVER 50 SHIPS' DANCES CATERED FOR THIS YEAR!

Wire—Write—or Phone, Portsmouth 32275

Make your first "Port of Call" for Dancing

The Savoy Ballroom. Radio Band Every Friday

**Time you heard this new Westminster at CURRYS!**

A welcome addition to the top value Westminster range! For many years the name Westminster has been connected with a really reliable product at an exceptionally keen price. This automatic record-player at 19 Guineas is particularly fine value in its field.

**WESTMINSTER Model 'A'** 4-speed automatic mixer record-changer, 7 in. elliptical speaker. Separate tone and volume controls. Attractive cabinet covered in two-colour washable rexine.

**19 GNS**

**Immediate delivery**

**Currys**

Make the most of your monthly allotment! Consult your local branch at:  
48, London Road (North End)  
& 118/120, Kingston Road, PORTSMOUTH  
Members of the Interport Naval Traders' Association



## Have YOU a personal problem . . ?

### ASK JOHN ENGLISH

John English will be pleased to answer your queries. A stamped addressed envelope will be appreciated.

#### Discharge by Purchase

I UNDERSTAND from reading the NAVY NEWS, that you endeavour to answer, by post, any Service queries. I would be grateful, therefore, if you could let me know my position at present.

In July I applied for Discharge by Purchase, which was recommended by the Commander-in-Chief and forwarded to the Admiralty. As you know, the international situation deteriorated and Discharge by Purchase was temporarily suspended. Recently, the situation has improved enough for the release of reservists and the resumption of normal release routine to commence in the near future. So far, however, no mention has been made, by the authorities, of the re-introduction of Discharge by Purchase.

I would be grateful, therefore, if you could let me know if and when Discharge by Purchase is being re-introduced.

**Answer:** In reply to your letter of December 13, I am unable to give you an assurance as to the date when discharges by purchase will be resumed. I understand that discharges by purchase are unlikely to be considered while there are any men still serving who have been retained for the 4 month period referred to in Admiralty General Message 718A of November 15.

I am sorry not to be able to be more helpful.

**Note:** Since the above reply was given, a recent Admiralty General Message has been promulgated which states that the Admiralty will shortly

issue a list of names of ratings whose applications for discharge by purchase were stood over but whose discharge has now been approved.

#### Royal Sailors' Home Club

COULD YOU tell me, please, if the Royal Sailors' Home in Queen Street offers accommodation to ex-Naval personnel.

If not, could you please advise me of somewhere that would be suitable for my wife and I to stay for a few days in Pompey during the August Navy days.

**Answer:** With reference to your letter of January 5, John English is at present on leave, but I think the following answers your enquiries.

I have been in touch with the manager of the Royal Sailors' Home Club, in Queen Street, regarding accommodation for ex-Service personnel. Accommodation is normally available only for serving personnel, but I understand that the question of admitting ex-Naval personnel, if rooms are available, may be considered, and the manager suggests that you write to him asking if accommodation can be made available and he will see what can be done.

#### Note

Owing to a printer's error in the reply regarding commutation of pension in the January issue, the amount of pension which cannot be commuted was wrongly given as 20/- a day and not 2/- a day. A pensioner may be allowed to commute any portion of his pension in excess of 2/- a day (or 3/- a day in the case of sergeant-major, R.M.).

## Sportsman of the Month

NO NAME is better known in sporting circles of the Royal Navy than that of Lieut.-Cdr. Michael Ainsworth, an outstanding all-rounder, who has rightful claims to be placed in the top class at cricket and squash, and also is no mean performer at tennis, rugby and winter sports.

"Mike" was born on May 13, 1922, at Hooten, Chester. We suspect that early muscular development was associated with climbing trees and sliding down banisters, but records of such youthful activities are not in the record book, and "Mike" is too modest to divulge them. Of his later records we know much more, and there is no need to embarrass him by asking.

At the age of fourteen, he was accepted at Shrewsbury School, where his athletic prowess was quickly recognised. He gained his School Colours for cricket, Eton fives and rugby, and had the distinction of playing (at Lord's) for the Public Schools in 1940 and 1941.

In 1941 he joined the Royal Navy and some eight years later qualified in the long P.T. course at Portsmouth.

Although he plays most games with considerable skill, he excels in "wielding the willow." At cricket, he has represented the Royal Navy regularly since 1945 and has captained the side for five seasons. In 1951 and 1952 he was stationed in Malta and although this prevented his appearance in the Services matches in this country, he treated the bowling in Malta with the same disrespect. Not many batsmen have dared to "clout" Freddie Trueman for four, four in one over, a feat "Mike" accomplished at Lord's. His highest scores were 160 not out against the R.A.F. at Lord's in 1950 and 170 against the Army at Portsmouth in 1953.

By special registration, he played county cricket for three seasons for Worcestershire. In 1949 he headed the batting averages of his county,



his highest score being 100 against Warwickshire at Dudley.

"Mike" also excels at squash, for he has represented the Royal Navy at the game for eight seasons. He has been unlucky not to win the individual championship, being runner-up no fewer than four times. He has to his credit the consolation prizes of the Malta Squash Championship, the Portsmouth and Air Command Championship, and he has represented the Combined Services.

Time and finance permitting, "Mike" loves a little winter sporting. He was a member of the Royal Naval team at the Inter-Services Championship at St. Moritz in 1950.

When he left the staff of the Royal Naval Physical Training School at Pitt Street in 1953, he was appointed to the staff of the Flag Officer Air (Home). Lieut.-Cdr. Ainsworth is now the Fleet Recreational Officer (Home Fleet) and is serving in H.M.S. Maidstone, where he is using the experience gained in various fields of sport to help and encourage others. We wish this modest and charming sportsman good luck and many more "long innings."

## VISIT OF DANISH NAVAL SQUADRON

SHIPS OF the First Danish Frigate Division and a Danish submarine are to visit the United Kingdom for a period of five weeks for anti-submarine and gunnery exercises, some of which will take place in company with British warships.

During their visit the Danish ships will be based at Portland, but are expected to visit other ports. The visiting ships will be the Holger Danske (the ex-British River Class frigate Mon-

now), the Rolf Krake and Valdemar Sejr (the ex-Hunt Class destroyers Calpe and Exmoor) and the submarine Springer (the ex-British submarine P.52, which served with the Polish Navy during the Second World War).

The Squadron is commanded by Capt. O. L. W. Marekman and will be assembled at Portland by early next week. The Holger Danske, Rolf Krake and Springer arrived on Friday, February 1, and the Valdemar Sejr on Monday, February 4.

## Holiday Sea Training Scheme for Girls

WE HAVE received from Cdr. C. L. A. Woollard, R.N., F.R.G.S., details of the proposed itinerary for 1957 of the auxiliary ketch "English Rose II" (stationed at Poole).

Pressure on our space precludes full details of the various cruises, but between Easter and the end of September some seventeen cruises are envisaged, four or five of them being of fourteen days' duration. The remainder are of seven days. Places to be visited, apart from south coast harbours, are Cherbourg, Honfleur and Havre.

Girls, between 12½ and 30 years of age, wishing to book a cruise should, in the first place, write for a booking form from Mrs. Claude Woollard, "Even Keel," 2 Dorset Lake Avenue, Parkstone, Poole (Tel. Canford Cliffs 78710), stating age and two or three dates which would be convenient for the applicant to join.

Cdr. Woollard also gave us information of the "English Rose" Racing Bowl for Ladies. The race for this cup took place at Spithead on Wednesday, July 4, and was organised by the Portsmouth Branch of the Royal Naval Sailing Association. "E.R. II" was invited to compete and fourteen-foot Naval dinghies placed at our disposal. Owing to "E.R. II" being at Dartmouth at the time preparing for the Sail Training Ship race, only one crew could be sent in, which was skippered by Miss Betty Pacey and was awarded second place. Any ex-trainee who would care to take part in this race in 1957 should write to Miss Pacey, at "Tangles," Taylor's Lane, Old Bosham, Chichester, Sussex. Tel.: Bosham 2132.

**Reminder.**—One may now join the W.R.N.S. at 17½ years of age, and again there is the Reserve of Wrens—and also the Royal Navy Mine-watching Service, where all English Rose ex-trainees of qualifying age are welcome. Service with any of these three branches of the Royal Navy makes one eligible for membership of the Royal Navy Sailing Association.

## R.N.B. Lee-on-Solent

ON MARCH 15, 1957, the R.N. Barracks and the R.N. Air Station, Lee-on-Solent, will be amalgamated, under the command of a captain, as a single establishment to be known as H.M.S. Daedalus, R.N. Air Station, Lee-on-Solent. From the same date the post of Commodore, R.N. Barracks, Lee-on-Solent, will lapse.

H.M.S. Daedalus will continue to be the depot for Fleet Air Arm



## How can I save?

Of course I try to. But my pay's not enough to save anything.

That's what I thought when I was your age until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval Allotment but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

No catch. And if I had died at any time my

wife would have received the whole £855 immediately. You see, it's a Saving Scheme and Life Insurance rolled into one.

Supposing you hadn't signed on for 22 years' service?

When I had done my 9 years I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172 a year when I retire from civilian work at 65.



WRITE TO

Send this coupon

Please forward details of the Progressive Savings Scheme

Name .....

Address .....

Rating or Rank .....

Age next birthday .....

## Guard of Honour in Hong Kong



A photograph taken in Hong Kong when a combined Royal Naval and Hong Kong R.N.V.R. contingent mounted guard at Government House. Lieut. F. J. Skilton, of Portsmouth, was the Officer of the Guard

## Heraldry in the Royal Navy

"THUS" IS the motto of H.M.S. St. Vincent and is derived from the old steering order "Keep her thus." We are sure that numbers of officers and men in the Royal Navy, let alone we outside the Service, could not have given this definition. And how many could have said that H.M.S. Vanguard's badge—a golden lion holding a white spear on a blue background—is derived from the custom of R.N. vessels carrying a lion figurehead—a custom which existed for many years?

Such information is now readily available in respect of some 320 ships whose names range from Abercrombie and Achilles to Zest and Zodiac, in Alfred E. Weightman's book on Heraldry in the Royal Navy—Crests and Badges of H.M. Ships (Messrs. Gale & Polden Ltd., 30s.)—which contains over 400 badges with, in most cases, the mottoes. Descriptions of the colourings of the badges are given. A list of the battle honours to which each ship is en-

titled is given and also, in many cases, accounts of the actions fought by previous ships of the same name.

This book, so attractively produced and copiously illustrated, with a foreword by the Admiralty Archivist, Lieut.-Cdr. P. K. Kemp, Royal Navy, F.R.Hist.S., also contains the author's account of the origins and use of ships' badges, the casting of them, and his brief but interesting reminder of past Naval battles which have led to the battle honours so proudly displayed by the ships of to-day, and will, we are confident, be of absorbing interest to those whose business has been occupied or does occupy them in great waters and also to those—the majority of us—interested in the Royal Navy. A book for which so many have been waiting.

H. R. B.

HERALDRY IN THE ROYAL NAVY—CRESTS AND BADGES OF H.M. SHIPS, by Alfred E. Weightman. (Messrs. Gale & Polden Ltd., 30s.)

Special Duties list officers and Fleet Air Arm ratings, and the Commodore's present responsibilities will devolve upon the Flag Officer, Air (Home) and the Commanding Officer, H.M.S. Daedalus.

These changes in administration,

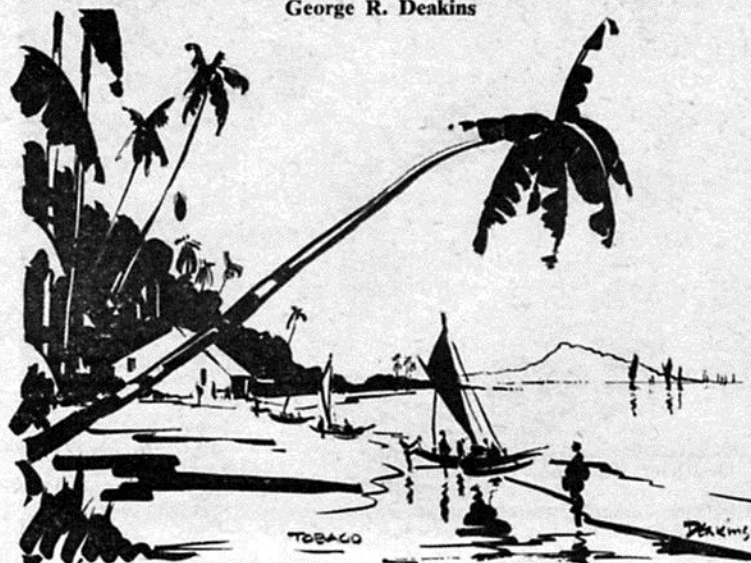
together with the transfer to the Flag Officer, Air (Home) of functions previously fulfilled by the Flag Officer, Ground Training, whose post was abolished on December 7, 1956, are expected to lead to considerable manpower savings.





## TRAMPS ABROAD

George R. Deakins



COULD YOU but peep beneath the stairs of my house, you would see, beyond the usual mountain of cases and ready use articles, shelf upon shelf of home-made wine, raisin, sultana, potato, rhubarb and prune sherry. It all began last September whilst my wife was away and I "lorded" the kitchen. Unfortunately the craze for wine-making began too late for me to evade the heavy Christmas wine bill which lies beside me as I write. But why remind one's readers of their own wine bills (paid or otherwise!). It is because I laughed!! I sat shivering at my desk, numb with cold from the feet up, my mind wandering (as indeed it must do for this monthly article) when I heard a ghostly voice re-echo from the past "Clear lower deck, everybody aft" I found myself muttering, "Pick up the double" as white-clad sailors hurtled past, and then we all stood hushed together on the quarter-deck waiting the commander to mount the after capstan. Gentle lap of water as the ship slid through the tropical sea; thud of churning screws beneath; hot sun beating down on reddening necks. The Commander spoke, and spontaneously we all laughed. The Commander, stern for a moment, joined in the family fun, for he had just warned us that the rum in the next port of call was to be avoided at all costs, that it was vile, even viler than the rum available at the last port of call. It was the same warning we had been given five times during the cruise and we began to see the humour of it all, for Jamaican Rum as we all know is the finest in the world. The list of spirits on the wine bill beside me includes a bottle, and it cost the earth.

### Defaulters

However, we all understand the necessity of so many repeated warnings, if only from the number of defaulters at the Commander's table

with their bleary vacant stare, one can almost hear the benumbed brains ticking over thinking up adequate excuses for the previous nights behaviour!

Jamaican Rum is indeed the finest to be had. It was originally distilled from the fermented juice of sugar cane, but the modern method is to extract the sugar first and then to distil from the remaining molasses of either the cane or beet.

Rum is drunk in the West Indies and other tropical or sub tropical countries exclusively as the basis for iced drinks, long and short, with sugar, water or lime. Such drinks are not only refreshing but sustaining as well, a rare and valuable combination in countries where the great heat is so exhausting.

As I shiveringly pen push, my mind moves back to the Island of Tobago. It is the most southerly island of the Windward Isles, 16 miles long, 6 miles wide, and was discovered by Columbus in 1498 who named it Asuncion. The name Tobago may have arisen from the free use of tobacco by the Carib Indian inhabitants when first visited by Europeans.

### Taking it Easy

I'm reclining in a cane chair, sipping an iced drink (with rum) on the Bishop's verandah overlooking the lagoon where teams of pelicans with their fairly long necks, stocky bodies and short legs, plunge from heights into the smooth viridian sea, filling their large naked pouches, or gular sacs, which hang from their long bills and throats, with fish. Down they go, faster, faster, splash. I rest my head back, a humming bird hovers above me, darts and then hovers again, wings a gossamer blur, feeding its young in the nest on the rafters of the verandah. Thank you kind Bishop, the years slide swiftly past but the warmth of

(Continued foot of column 3)

## RUMBULLION - The Romance of Rum

RUM IS a drink with a romantic history. It conjures up colourful pictures of swashbuckling pirates, freebooters, buccaneers, the Spanish explorers, the slave trade and in more recent times the "rum runners" of the American prohibition era.

Even today, rum is one of our oldest national drinks with 300 years of history behind it, and was one of our first pleasant dividends from Empire building. It was a firm favourite in England before whisky became the vogue. Although whisky drinking in Scotland goes back to the dark ages, it was only during the latter part of the 19th century that it started to make progress in England.

### Inseparable

Sailors and rum are inseparable. In the first place, they were responsible for bringing it from the West Indies shortly after the capture of Jamaica in 1655. Christopher Columbus had a share in helping to get this drink, for he discovered Jamaica.

The name, by the way, is an abbreviation of rumbullion, a Devonshire word which sailors hailing from the West Country gave to this sugar cane liquor. Later it was shortened to the present form.

Rum is firmly associated in the public's mind with the Navy. History records that by 1740, sailors were already drinking a minimum of half a pint daily. In that year, the squadron under the command of Admiral Vernon had been drinking too much new rum and the effect was harmful to the squadron's efficiency. Accordingly the Admiral issued his now famous general order that henceforth rum for issue was to be diluted with water. The ration he laid down was one quart of water to each pint of rum and it was to be taken twice daily at 11 a.m. and 5 p.m. Subsequently, the Admiralty and the rest of the Navy followed this rule. Watered-down rum was called "grog" and arose from Admiral Vernon's nickname of "Old Grog." He had been christened this by his sailors because of his habit of wearing a program cloak as he strode the decks in bad weather.

### Changes in Ration

Over the years, changes took place in the Navy's rum rations. By 1824, sailors were allowed to have tea instead of half their ration. It must be mentioned that in the days of sail, rum was particularly welcome in winter as no fires, other than in the galleys, were permitted in wooden ships.

Rum's early association with the sea and the Spanish Main survive in the labels. We still have a number of different Navy rums and many robust characters from the West Indies' colourful past survive on the bottles. A particularly famous one is Captain Morgan, who certainly deserves to survive on a label. He was easily the most colourful of buccaneers. Sacking Porto Bello, he made the daring march across the isthmus of Panama and sacked the city of that name. Later Captain Morgan was taken to England in chains, nearly hanged, later pardoned, and finally knighted by Charles II. He returned to the West Indies in triumph to become Governor of Jamaica.

your hospitality remains. Then the shuffle back to the ship through the hot dark coloured sand, for the island is of volcanic origin and rises to 1800 feet. Had Nelson and our great Admirals of the past wriggled their deck weary toes in the same minute grains? For the island became permanently British in 1803 after many a contest between Dutch and French.

The beaches are covered with split coconuts and the white meat inside is called Copra. I asked a sailor a few minutes ago "What is Copra?" and I learn that it is either a precious stone or a piece of elephant tusk!! After a few days lying in the sun or on racks over fires, the meat curls away from the shell and can easily be separated. 1,200 lbs. of coconut oil and 800 lbs. of meat cake can be extracted from a ton of copra, which is the equivalent to about 6,000 coconuts, the oil being used for soap and margarine. Copra is worth about £34 a ton.

Back to the ship with sacks filled with nuts, the larger ones being posted home unwrapped, addresses carved on the outer skins.

And as the lime trees cast long evening shadows and carpet the roads with their fruit, we leave that healthy delightful climate for arctic England, where I for one hope to remain until my own wine has matured.

## Fleet Air Arm Field Gun Crew



The Fleet Air Arm Field Gun Crew emerging from their pre-breakfast dip in the Solent at Lee-on-Solent shortly after they formed for training in January

INITIAL SELECTIONS for this year's Fleet Air Arm Field Gun Crew are nearly complete. Of the 140 volunteers 50 men will be retained from which the final crew will be selected. The weather so far has been cold but sunny enough not to hinder the preliminary tests unduly.

Despite this cold weather the Fleet Air Arm volunteers still carry out the old tradition of a morning dip in the Solent after a brisk seven mile trot,

as may be seen by the accompanying photograph. The Field Gun Officer Lieut. D. C. Springall, R.N., who is a keen athlete is himself participating in these before-breakfast frolics.

This year's First Trainer P.O. Scott has remarked on the high standard of fitness of this year's volunteers which has made selection difficult.

All that remains is for this year's Fleet Air Arm Crew to retain the Trophies won so ably last year.

## Southern Air Division, R.N.V.R.

SEA HAWKS and Vampires standing quiet and inactive are sad reminders of the sacrifice forced upon the Southern Air Division, whose headquarters are at the Royal Air Force Station, Benson, Oxfordshire, by the decision to disband the air divisions of the R.N.V.R.

During the last week-ends of January, large attendances of officers and ratings heard the Divisional Commanding Officer, Cdr. (A) A. V. Donaghy, R.N.V.R., outline the plans for transfer to General Service Divisions.

### Last Time

Flying clothing has been returned for the last time; and with the interviewing of officers has begun the long task of preparing reports and advising each and every one of his future in the Service. It will take two or three more week-ends to complete this procedure for all the 300 officers and ratings of the Division.

However, training carries on, and instruction in seamanship to prepare members to take full part in General

Service, forms the major part of the training programme, which will continue until the Division is finally disbanded.

A final ceremony is planned for Sunday, February 24, when the Division will parade before the Admiral Commanding Reserves, and, it is hoped, the Flag Officer Air (Home). During this week-end, too, a series of cocktail and other parties will wind up the affairs of the Division and its happy associations, before its members are dispersed among the General Service Divisions of the R.N.V.R.

## R.N.A. IN JOHANNESBURG

WE UNDERSTAND that the Johannesburg Branch of the Association will be opened on February 8.

We wish the branch every success and look forward to receiving a report of the opening in due course.

## Ways and Means...



Capt. R. Casement, O.B.E., R.N., with Second Officer E. Scott, W.R.N.S., about to leave H.M.S. Excellent to pay an official call on Capt. E. Blundell, O.B.E., R.N., new Commanding Officer H.M.S. Vernon

At your service . . .

**CURTISS**  
& SONS LTD

REMOVALS and WAREHOUSING  
PACKING FOR SHIPMENT

13 Clarendon Road, Southsea Telephone 2084

See for yourself

**Nicholls** NEW BUNGALOWS

7½ MILES FROM PORTSMOUTH CITY CENTRE AT HORNDEN

Country setting close to main London-Portsmouth road. Shops and schools nearby. Ten minutes by bus to important shopping centre at Waterloo. 2 or 3 bedrooms. Detached and semi-detached. Garage if required. Well equipped kitchen and bathroom. Choice of interior decoration. Main services and drainage.

Write or phone for full particulars to:

**JOHN C. NICHOLLS LTD**  
The House Builders

COURT LANE · COSHAM · HANTS · Tel: 76429

PRICES FROM

£1845

DEPOSIT FROM

£95

REPAYMENTS FROM

54¢ PER WEEK



## Two Tows in a Day

H.M.S. LOCH KILLISPORT (Cmdr. G. C. Hathway, R.N.), at present serving in the Persian Gulf on a General Service Commission, recently came into the news again when she was sent to the assistance of two tankers within 24 hours.

It was Friday, December 14, when the ship returned to Bahrain after a very busy week of exercises at sea and everyone was looking forward to a rest in the Khor Kaliya, the Naval anchorage for Bahrain. However, their peace was short-lived for at 1800 a signal was received telling them to stand by to go to the assistance of

to this new assignment and found that the Athel Monarch was in a very similar predicament to the Olympic Games, but rather more serious, as she was wedged on hard coral. She, too, was lying beam on to the wind and tide, with a very heavy swell running and the wind getting up.

The same procedure was adopted as before and the anchor was dropped to hold the bows during the tow. However, the beam wind and sea were so strong that, having passed the tow it was found that the anchor had dragged and was no longer in the correct position, with the result that

## RETENTIONS

THEIR LORDSHIPS have decided that the retention of time-expired S.S. men shall cease after March 31, 1957.

Ratings and R.M. other ranks whose seven years' Active Service engagement expires before March 31, 1957, may be retained up to this date, or for four months beyond their normal expiry date, whichever is the earlier.

It remains Their Lordships' policy that S.S. men will be given earlier release when an overall surplus to Naval requirements exists in a particular branch, and the principle of "first retained first out" will continue to be followed.

Terminal leave may continue to be taken after the proper release date if necessary.

A list of successful applicants for discharge by purchase will be promulgated in the near future and these ratings may be discharged after March 1, 1957.

## Cyprus Awards

THE FOLLOWING reward and awards for distinguished services in operations against terrorists in Cyprus are announced in to-day's issue of the Supplement to the London Gazette:

### Bar to D.S.O.

Lieut.-Col. Norman Hastings Tailour, D.S.O., Royal Marines, 45 Commando, Royal Marines.

### The M.C.

Capt. Richard Henry Grant, Royal Marines, 40 Commando, Royal Marines.

### B.E.M. (Military Division)

Q.S.M. Frank Collingwood, Ch.X. 2595, Royal Marines, 45 Commando, Royal Marines.

### Mention in Despatches

Major Robert Windham O'Neale Collis, Royal Marines, 40 Commando, Royal Marines.

Major Ian Dudley De'Ath, D.S.O., M.B.E., Royal Marines, 45 Commando, Royal Marines.

Major Basil Ian Spencer Gourlay, M.B.E., M.C., Royal Marines, 3 Commando Brigade, Royal Marines.

Capt. Edgar George Derek Pounds, Royal Marines, 45 Commando, Royal Marines.

## Home Fleet Spring Cruise

SHIPS OF the Home Fleet assembled at Portland during the week beginning January 21 for their Spring Cruise and Exercises and later sailed to Gibraltar where they will be based until the end of March. During February and March the Fleet will carry out a programme of weapon training, exercises, and visits to foreign ports.

The Fleet sailed from Portland on January 26 with the Commander-in-Chief, Admiral Sir John Eccles, K.C.B., K.C.V.O., C.B.E., in H.M.S. Maidstone, depot ship, and the Flag Officer, Flotillas (Home), Rear-Admiral J. D. Luce, C.B., D.S.O. and Bar, O.B.E., in H.M.S. Kenya, cruiser.

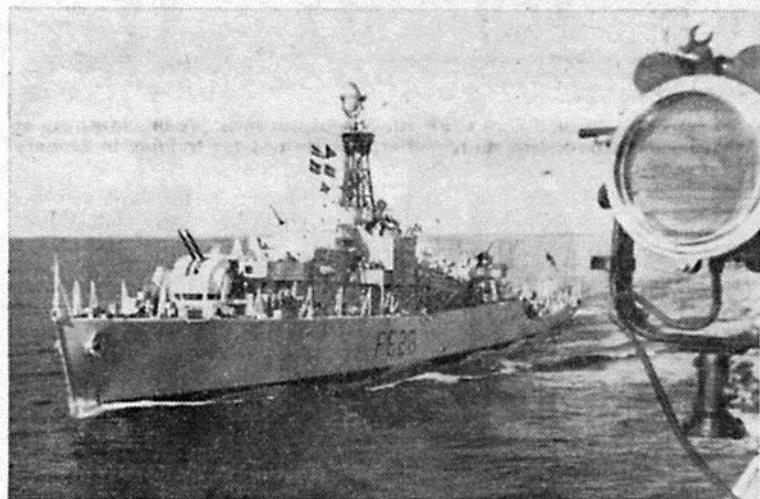
Other ships in the Fleet include H.M.S. Apollo, fast minelayer, H.M. Ships Chieftain, Chaplet, Chevron of the 1st Destroyer Squadron; H.M. Ships Undine, Ursa, Ulysses, Urania of the 6th Frigate Squadron; H.M.S. Mounts Bay, frigate, proceeding to the South America and South Atlantic Station; H.M. Submarines Scorchers, Springer, and Sturdy of the 2nd Submarine

Squadron; H.M. S/M Andrew of the 3rd Submarine Squadron, and the Royal Fleet Auxiliary Tidereach.

H.M.S. Albion, aircraft carrier, wearing the flag of the Flag Officer Aircraft Carriers (Vice-Admiral M. L. Power, C.B., C.B.E., D.S.O. and Bar), ships of the Third Training Squadron Zest, Hardy and Whitby; H.M.S. Ceylon, cruiser; H.M.S. Urania, frigate, H.M. Submarine Subtle and H.M. Tug Reward will proceed to Gibraltar independently.

The aircraft carrier Ocean, of the Home Fleet Training Squadron, wearing the flag of Rear-Admiral G. B. Sayer, C.B., D.S.C., will pay visits to Home and continental ports during the spring but will not be visiting Gibraltar. H.M.S. Armada, destroyer, and H.M.S. Decoy, Daring Class Ship, will also not go to Gibraltar but will visit home and continental ports.

The main body of the Fleet arrived at Gibraltar on January 31.



H.M.S. Loch Killisport

the American tanker Olympic Games—quite a topical name—which had run aground 50 miles north of Bahrain.

### Libertymen Recalled

The few libertymen who had managed to get ashore were recalled and the ship sailed at 2200.

When the ship reached the Olympic Games she was seen to be wedged on a shoal with her bows appreciably higher out of the water than her stern. Loch Killisport's motor cutter was sent over with Cd. Gunner B. G. Robson who was to direct the tow from their end, and Surg.-Lieut. K. J. Macdonald, as they also had a very sick rating on board.

Having taken the sick man off and passed the tow the big pull began in earnest at about 0800. However it was in no way helped by a strong beam wind and tide which made it impossible to give the tanker a straight pull unless Loch Killisport was anchored, thus stopping her from swinging down wind.

On the first attempt it was found that insufficient cable had been laid and the anchor had to be weighed when the tow started with the result that the ship soon swung down wind and into shoal water. At the second attempt the anchor was dropped in the right place but the grass parted whilst the tow was being passed; then on the next attempt the towing wire fouled a rock on the sea bed, and having cleared that the tow parted

when the tow started the anchor had to be weighed and the ship was blown down wind. After three or four more attempts the ship was at last anchored in the correct position and the haul was started again with full power but without result.

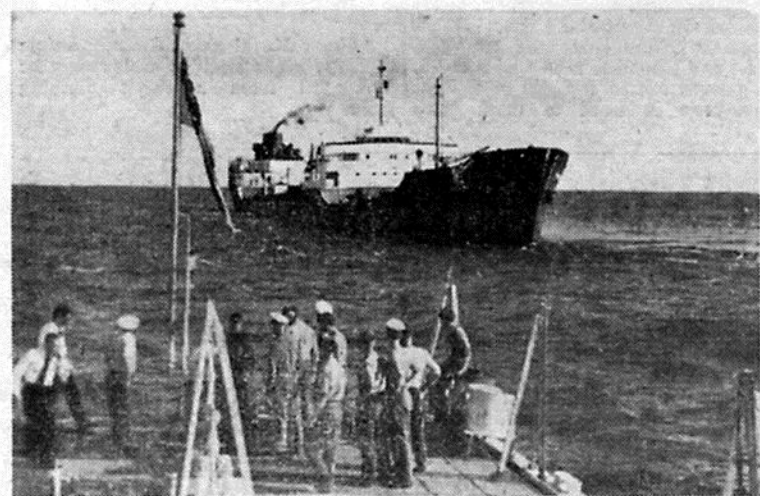
It was now 0400 on December 16 and the Ship's Company were beginning to feel the strain as they had been on the go from 0730 on December 15. It was decided to stop towing operations and wait for the next high water before trying again.

### Ship's Divers

On the following forenoon two of the ship's divers, L./Sea. J. R. Ashthorpe and A.B. M. B. Farnell, inspected the Athel Monarch's hull and reported that she was lying on hard coral with her stern clear and that there didn't seem to be any damage to the hull. The Athel Monarch also pumped 200 tons of fuel from a forward to an aft tank in an attempt to lighten the bows.

At 1500 the tow began again and her Captain reported that the ship had been swung round about 15 degrees. Shortly afterwards she gave a lurch and parted the tow, but as Loch Killisport was recovering it the tanker was seen to be moving astern under her own power.

So at last it was over. Loch Killisport had towed off two full tankers carrying a total of 32,000 tons of oil



Olympic Games seen from Loch Killisport's quarterdeck. This photo was taken shortly after the tanker had been towed off the shoal

again. Finally (after the Ship's Company had had their lunch—and tots) the tow was passed and with both ships developing full power the Olympic Games came slowly off.

### Another Signal

Almost at the same time Loch Killisport received another signal ordering her to go to the assistance of the British tanker Athel Monarch which had run aground only 20 miles away. With her towing gear all ready on the upper deck the ship raced off

and had only taken two days over the whole operation from start to finish. Out in the Gulf Loch class frigates are given many varied tasks and during the winter there is always the risk of some heavily laden tanker running aground on one of the numerous shoals, but even during a complete General Service Commission it's unusual to be given two towing assignments let alone two in 24 hours. As one officer put it "Not bad to get two in a day and at the beginning of the season too!"

## The Boyd Trophy, 1956

THE BOYD Trophy for 1956 has been awarded to the crew of the two helicopters from the Royal Naval Air Station, Lossiemouth's Sea Air Rescue Flight, for their bold and most skilfully executed rescue of the crew of the stranded Norwegian merchant ship Dovrefjell on February 3, 1956, in extremely hazardous circumstances. This fine feat involved sixteen sorties over a period of four hours and was carried out in a gale.

A full account of this exploit appeared in the March, 1956 number of NAVY NEWS. The two pilots, Lieut. J. R. Palmer, R.N., and Lieut. R. H. Williams, R.N., were subsequently awarded the M.B.E., while their crews, Aircrewman I. A. Japp and Acting P.O./Tel. R. Moneypenny received the Queen's Commendation.

The Boyd Trophy, a silver model of a Swordfish aircraft was presented to the Home Air Command by the Fairey Aviation Co. in commemoration of the work for Naval aviation

of Admiral Sir Denis Boyd, K.C.B., C.B.E., D.S.C. It is awarded annually in January to the Naval pilots or aircrew who in the opinion of the Flag Officer Air (Home) have achieved the finest feat of aviation during the previous year.

In considering the recommendations for this award, the Flag Officer Air (Home) gave particular attention to the strong claims made on behalf of all those aircrews who took part in the Suez operations, which have enhanced the reputation of the Fleet Air Arm so very much. The past year has been exceptional in fine feats of aviation but the Flag Officer Air (Home) has no doubt that the Dovrefjell rescue was the most outstanding.

The Trophy will be held for the next twelve months at R.N. Air Station, Lossiemouth where the winners were serving at the time the winning feat was achieved, and where one of the two crews is still serving.

*Just the job!*

**-and where you want it.**

**ARE YOU** wondering what to do on your return to civvy street?

**DO YOU** feel you must have an open air job?

**MUST YOU** have a job in which you count as an individual—where you are not just one of a crowd? A job which is well paid, congenial, and has unlimited scope?

**IF SO** drop me a line NOW and I will arrange an interview either at Head Office or a Branch Office near your home, when you are ready.

THE SECRETARY

**Royal London** MUTUAL INSURANCE SOCIETY LIMITED

ROYAL LONDON HOUSE, FINSBURY SQUARE, E.C.2

Founded 1861.

Assets exceed £124,000,000.



## Message from the First Lord Earl Selkirk, O.B.E., A.F.C.

THIS MESSAGE follows unexpectedly soon after that of my predecessor, Lord Hailsham, whose transfer to the Ministry of Education took place only four months after his arrival at the Admiralty. I know how much he regretted leaving the Admiralty so soon.

I, for my part, am very glad to address a message, on taking office as First Lord, to the many readers of NAVY NEWS.

The developments of science have made the problems of defence not only very difficult but exceedingly costly. Our task is to see that the role of the Royal Navy is properly maintained in this modern world. On the one hand there is the need for national economy in defence expenditure and in the use of manpower. On the other hand there is the great technical progress made in recent years in weapons, equipment and the design of ships and aircraft. We must aim all the time to bring these two trends into harmony so that the essential striking power of the Fleet is maintained and, indeed, increased.

Already the past few years have seen many far-reaching changes in the Navy. We may expect even more startling technical progress in the future, which in turn will have its effect on the ships we need and the sailors we need to man them. Important as science and technology are, it is the quality of the men which will always remain even more important. For that reason, our main strength will continue to be the spirit of service and loyalty which has always inspired the British sailor over many centuries. It is the certainty that this spirit will never fail that gives me most confidence in the future of the Royal Navy.

## Northern Air Division, R.N.V.R.

NO. 1831 SQUADRON was re-formed as an R.N.V.R. Air Squadron in June, 1947, at the R.N. Air Station, Stretton. The strength of the unit was fourteen officers, and the equipment one Harvard Trainer and Seafire XIVs. Lieut.-Cdr. (A) G. N. Mitchell, D.S.C., R.N.V.R., was the first commanding officer, and he was succeeded by Lieut.-Cdr. R. I. Gilchrist, R.N.V.R., the following year.

Flying took place at Stretton each week-end. Annual training varied from air warfare and weapons training at Naval Air Stations to twice embarked in illustrious for landing on the deck; and to enjoy a week-end in the Channel Islands as well.

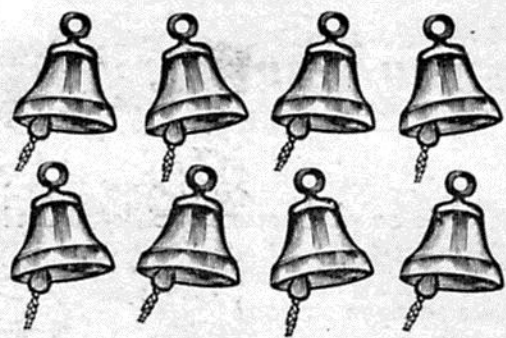
In 1951 the Squadron was re-equipped with Sea Furies and the following year flew out to Halfar, Malta, for the fourteen days' annual training, where it was inspected by Earl Mountbatten, then Commander-in-Chief, Mediterranean. This was repeated in 1954, by which time another R.N.V.R. Squadron, No. 1841, had been formed at Stretton equipped with Fireflies and commanded by Lieut.-Cdr. "Ken" Tickle, R.N.V.R. The two squadrons were given divisional status and became the Northern Air Division, R.N.V.R., which title it has retained until the end.

Lieut.-Cdr. R. I. Gilchrist, M.B.E., R.N.V.R., having been decorated, was given command of the division and promoted Commander. Lieut.-Cdr. W. Storey, R.N.V.R., succeeded him as Commanding Officer of 1831 Squadron. In May, 1955, 1831

Squadron became the first R.N.V.R. unit to convert to jet aircraft, and were equipped with Attackers. Lieut.-Cdr. P. Rougier, R.N.V.R., became its new commanding officer. 1841 Squadron were subsequently equipped with Avengers, and after Lieut.-Cdr. F. Morrell, R.N.V.R., had commanded the squadron for a few months he retired, and was succeeded by Lieut.-Cdr. "Jack" Frost, R.N.V.R., who is the present, and presumably last, of its R.N.V.R. commanding officers.

The Commanding Officer led the fly-past Her Majesty The Queen at the R.N.V.R. Jubilee inspection in 1953, in which about one hundred aircraft took part, the biggest R.N.V.R. air formation ever to be got airborne. Other notable fly-pasts in which various members of the N.A.D. took part were the Queen Mother's launching of Ark Royal from Cammell Laird's Birkenhead yard, Her Majesty The Queen on board H.M.S. Surprise at the Spithead Review, and His Royal Highness The Duke of Edinburgh at Stretton last year.

The news of the decision to disband the R.N.V.R. Air Squadrons was unexpected and a matter for great regrets. Alternative ways of continuing to serve in some voluntary capacity are being examined but up to this moment of going to press none have emerged. The Northern Air Division will hold a farewell party at Stretton on a date yet to be fixed but in any case before the final deadline of March 9.



## EIGHT BELLS MY GOODNESS! IT'S GUINNESS TIME

Feeling dog tired? What wouldn't you give for a Guinness! There's nothing like it for goodness, for strength, for complete satisfaction. Ah! You've had something worth drinking when you've had a Guinness.



G.E. 2836

# Centenary of Naval Uniform

The centenary of the introduction into the Royal Navy of the regulation uniform for seamen falls this year, for on January 30, 1857, regulations were introduced providing for short blue jackets with brass buttons, and from this uniform the expression "blue jacket" was derived.

THE HISTORY of Naval uniform extends over many centuries and may be traced even to the Roman invasion when the Veneti put to sea from the Loire with the crews of their speedy longboats wearing clothing dyed a light blue colour, presumably to lessen their chances of being seen.

In the Middle Ages seamen wore the ordinary clothing of the common people, with a jerkin with the Royal or Feudal lord's cognizance emblazoned on it.

### Own Clothing

During the years before the introduction of regular uniform in the Royal Navy, sailors provided their own clothing, getting articles how and where they liked, or by making them or getting messmates to do so for them. The origin of the pipe "Hands to make and mend" may be found in this practice.

From 1623 "slop" clothing was provided; first caps, stockings and underclothes; then in 1706, grey jackets, red waistcoats, and red or striped breeches or trousers.

When the regular uniform for seamen was introduced in 1857, it provided for boater-shaped black tarpaulin hats with ribbons round the crown (from which the name "Tar" is derived) as well as the bluejackets with brass buttons previously mentioned.

Uniform trousers for seamen also became a custom. Men about 5 ft. 10 ins. tall wear trousers with legs measuring 25 ins. round the bottom. These are the trousers known as "bell-bottoms." The practice of making trousers very full began in the days when men made their own clothes and found it easier to use the full width of the material. A bolt of serge in Britain has for many centuries measured 54 ins. across; this, allowing for turn-ins, just makes two trouser-legs. It is sometimes said that trousers were made wide so that they could be rolled up by sailors when scrubbing decks, but it seems that this was not the original reason.

The collar of the uniform frock or jumper originally used was, like the present jumper, made of blue jean with three rows of white tape edging it, but these rows of tape are not, as commonly believed, symbolic of the three important battles fought by Lord Nelson—Trafalgar, Copenhagen and the Nile.

### Allowance

In about 1860 Naval ratings were given about £2 allowance to help them meet the cost of their clothes, and in 1900 this was increased to £10 per annum. In 1906 they were first given a free kit of clothing and bedding on entering the Service, but they had to continue to provide replacement and additional clothing at their own expense until 1917, when a monetary clothing allowance was introduced. This allowance, known as kit upkeep allowance, is directly linked with the prevailing prices of clothing obtainable from "slops."

Many changes in uniform have been made in recent years. These include:

(a) The adoption of double-breasted

blue raincoats with detachable warm lining of serge.

(b) The introduction of zip-fastener jumpers and trousers.

(c) Caps with white plastic crowns for use all the year round.

Protective clothing for severe weather conditions, such as oilskins, formerly included in a seaman's kit, is now stored on board ships and establishments and loaned to men whose duties are carried out in exposed conditions or anyone in need of them. This

reduces the amount of package which men have to carry when changing ships or proceeding on leave. For work on board, other clothing is available, including boiler and battery cleaning outfits of plastic material, and light footwear with non-skid soles for cooks, engineroom ratings, etc.

\* Slop: Naval name for any article of ready-made clothing which may be purchased from a ship's clothing store.



## SEA CADET NEWS

**H.M.S. Loch Veyatie.**—Recently a party of 20 cadets, from various units, helped to make up the ship's company of H.M.S. Loch Veyatie when she underwent trials after refit. The boys helped in all aspects from peeling onions to taking a "trick" at the wheel and helping to ammunition ship.

**Royal Naval College, Dartmouth.**—A full ceremonial parade was held at Kingston Steadfast unit's headquarters when the London Area Officer, Commander W. Scott, presented to ex-Cadet Petty Officer Thomas C. Aisbitt a pair of binoculars awarded by the Navy League for his success in gaining entry to the Royal Naval College, Dartmouth. Commander Scott also presented books to two 14-year-old Cadets, Lincoln Waller and Gordon Southwood, who dived into the Thames on December 27 in an attempt to save a child.

Peter John Stoney, of Bradford Sea Cadet Unit, was also successful in the entrance examination to the College.

**Sea Cadet Guard of Honour.**—When Admiral of the Fleet Lord Fraser of North Cape opened a nautical exhibition at Sunderland he found himself "lonely without sailors around" and said: "Ask the Cadet boys to come in." The guard of honour of Sea Cadets stood beside him as he made his speech.

**Boats . . . the best thing in life.**—As Lord Hailsham, until recently the First Lord of the Admiralty, said when he opened the National Boat Show: "Boats are the best thing in life . . . the true symbol of man's adventure." And if that is true for Britons in general, how much more does it apply to Sea Cadets whose overwhelming ambition is to get on the water!

**Passing of an old sea-dog.**—One of the oldest bulwarks of the Sea Cadet Corps, Mr. Joseph Percy Clemens, V.R.D., has died at Paignton, aged 76. For many years he commanded the Paddington Naval Brigade, one of several units organised by the Navy League for sea-minded boys, and when

the Naval Brigades were expanded to become the Sea Cadet Corps, he continued to serve until the end of the Second World War.

**Message from First Sea Lord.**—"Young men who join the Navy today," Earl Mountbatten said, "will be joining a service with a real future in the atomic, streamlined age we are entering, and it is to the rising generation that we look to carry the torch forward. This is one of the main reasons why the Admiralty are so keen about the Sea Cadet movement."

**Social.**—The South Shields Sea Cadets (315 Unit) (Lieut.-Cdr. T. Spraggon) held their annual dance on January 7. The occasion was a great success, cadets and their girl friends trying everything from "Rock 'n' Roll" to "The Dashing White Sergeant." An "old timer," Lieut. Hodge, was presented with a framed certificate for long service. The Unit Padre, the Rev. A. Walker, and other members of the committee also attended.



## H.M.S. Protector

AFTER INSPECTION by the First Sea Lord, H.M.S. Protector left Portsmouth on October 5 for Gibraltar, Freetown, Rio de Janeiro, Montevideo and so to Antarctica. Our stay in Gibraltar was shortened by news that a party of men surveying off the coast of Grahamland had been isolated by the exceptionally early break-up of the ice and Protector was asked to hurry south to rescue them. A rescue party having started out from elsewhere, however, we were able to continue from Freetown leisurely. We crossed the Line on Sunday, October 21.

Rio de Janeiro was reached on October 28. Some of us visited the statue of Christ on the summit of Corcovado mountain and had a magnificent view of the beautiful city spread out beneath us.

### Short Stay

Our stay in Rio was cut short as a result of news that the rescue team mentioned above had, in turn, been isolated and our presence was required as soon as possible.

We had to miss out a visit to Montevideo and we arrived in Port Stanley on November 4.

Spending two days in Stanley, we then steamed south down the west coast of Grahamland until we were off Adelaide Island. We sighted our first ice on November 8. From Roux Island (Base W) we transferred the trapped men and dogs to the mainland by helicopter, collected and delivered mail, and sailed northwards to Port Lockroy (Base A), where we left our own survey team who had a survey of their own to do in the area. Our next port of call was Deception Island in the Bransfield Strait, whose peculiarity is that the island is really the crater ring of a huge volcano, broken on the East by the entrance, a narrow strait called Neptune's Bellows. We made a further trip back to Lockroy to drop more supplies, and returned to Port Stanley on November 18.

### Scientists Arrive

During our first stay in Stanley the Shackleton had arrived from England, bringing some of the scientists who were to man the Falkland Islands Dependencies Survey Bases in the coming season, and take part in the special observations to be made during the coming International Geophysical Year. Stanley is the headquarters of the F.I.D.S., their only means of communication being their own wireless station and the S.S. Fitzroy, which commutes monthly between Stanley and Montevideo. With the Fitzroy come all the stores of the Falkland Islands Company, whose traders were the first to settle on the island, and on the Fitzroy's return she takes the wool from the sheep farmers, who are the principal inhabitants of the islands. Stanley has a population of 1,500, and with the numerous isolated trading posts which the Fitzroy calls at, and the lonely outlying sheep farms, the total population is no more than 4,000.

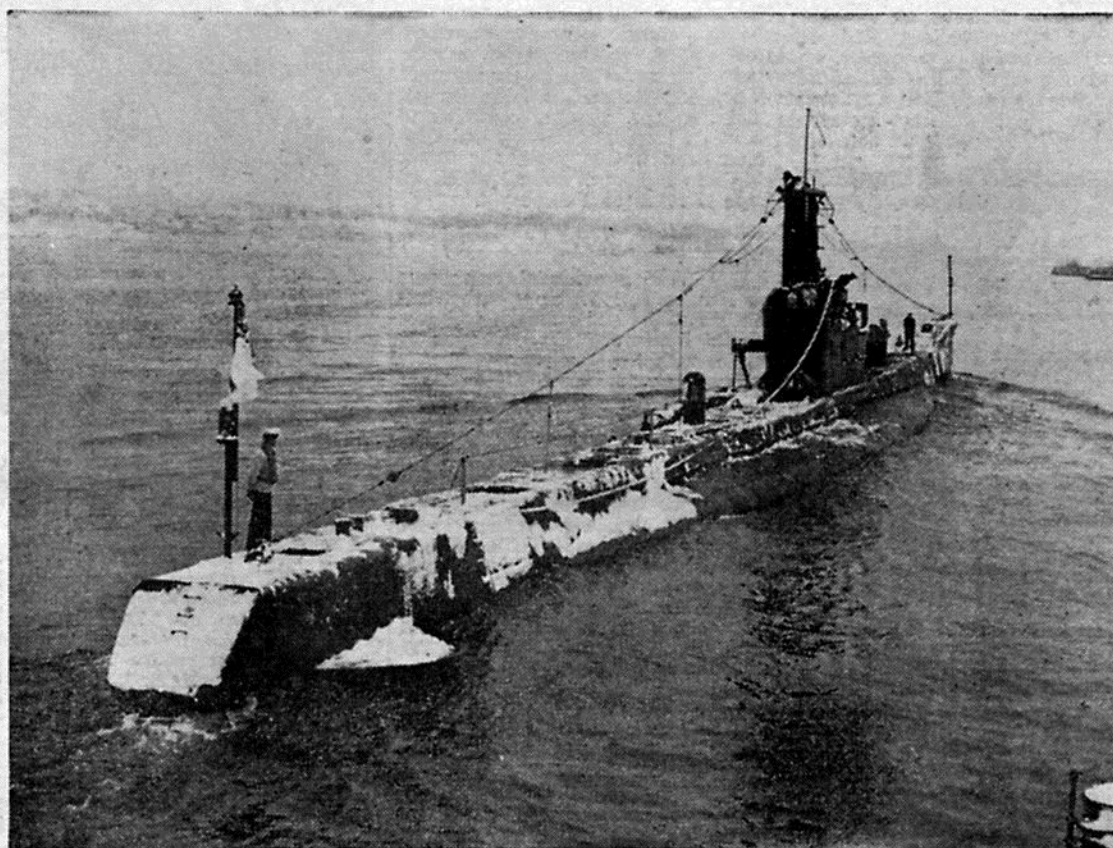
This commission of H.M.S. Protector falls into four distinct parts, of which the trip to South Georgia and Weddell Sea is the second. Our two primary aims were to test the Marines in Antarctic conditions by leaving them in South Georgia, and to try and find a clear channel southwards into the ice of the Weddell Sea. Dr. Fuchs, the leader of the Trans-Antarctic expedition, was hoping to follow the same route later on in the year and had asked that we could help in ice reconnaissance.

We called first at Grytviken, the local Government station and home of an Argentinian whale factory with a British manager, where we met the first, and unforgettable, smell of the whale factory.

### Attractive Islands

There are eleven main islands, some surrounded by a few little rocks, between 55 and 60 S., and 29 and 25 W. They are covered all the year by ice and snow, even though some of them are volcanic, and actively so, and looked attractive, if a little cold, in the bright sunlight. We passed Saunders, Montagu and Bristol islands, met an Argentinian ice-breaker engaged on a similar trip to ours, and on finding pack ice near the southernmost islands we turned eastwards in the hope of being able to find a clear channel near the east coast of the Weddell Sea. But time after time we were forced to withdraw; once we had to break our way out, and despite searches by the helicopters we were disappointed. On December 8 we were back in the South Sandwich Islands, this time visiting the northerly islands, and the

# COMMAND NEWS



H.M. Submarine Astute about to leave Halifax, Nova Scotia, for return to the United Kingdom

## H.M.S. Ambrose

ON DECEMBER 10 we bade farewell to H.M. Submarine Astute (Lieut. Cdr. Dowling, R.N.), when she slipped from the jetty to return to the United Kingdom after serving 21 months in the Canadian Squadron. It was quite a send off that she received having H.M.C.S. Stadacona's band to play the farewell tunes and most of the submarine spare crew on the jetty to give her three rousing cheers and a "bon voyage". After slipping the Astute then sailed close by the jetty

for one final farewell and a well aimed bombardment of snow balls from all who were standing there.

At present, the only remaining submarine in the squadron, H.M. Submarine Alliance is back in Halifax preparing for the Christmas seasonal period and a well out doing her exercises. Most of the Canadians in the crew are off on their annual leave to spend the Christmas and New Year with their families and the R.N. personnel are busy making arrangements for their own ideas of how to spend their festivities away

from home.

Early January we hope to welcome H.M. Submarine Amphion into the squadron and approximately mid-April H.M. Submarine Alcide should be joining us and that will once again put the Squadron up to full strength of three boats.

As far as the Canadian cold weather is concerned, we have been very lucky with only a few falls of snow and it is with fingers crossed that everyone is hoping the snow will hold off till after the holidays and the fine weather will remain.

Captain was the first man to make a landing on Vindication Island, the more westerly of the Candlemas Islands and several birds were collected for the Chaplain. The South Kensington Museum had asked the Chaplain to collect feather lice, mites and birds' fleas from birds peculiar to the Antarctic, and several rare specimens have been collected.

On December 11 we were back in Leith, South Georgia, which is the main British whaling station and the headquarters of the Salvages Company. Before returning to Stanley the Marines, who after their training climbing had sailed in one of the whale-catchers round the headland from Grytviken, arrived and we also took some hospital cases from Leith back to Stanley.

### Christmas Day

Stanley, when we returned on December 17, was looking very summery, despite its habitual cutting wind, and, while we were in, both the Shackleton and the John Biscoe (a brand-new ship on her maiden voyage from the United Kingdom) arrived. Meanwhile we were busy repainting the ship, both inside and out, for our coming task, which was the escorting of the Royal Yacht Britannia, with the Duke of Edinburgh on board, which was visiting the Falkland Islands and the bases on her way home from the Olympic Games. Since our rendezvous with the Britannia required us to leave Stanley on December 24, we decided to have our Christmas Day celebrations on our last day in harbour, and on the evening before we did so the Fitzroy arrived with our Christmas mail from Montevideo.

### Port Lockroy

On our way to meet the Royal Yacht, the third stage of our commission, we paid a visit to our team at Port Lockroy to deliver stores and their Christmas mail. We then set out northwards into the Bellingshausen Sea, and in cold, foggy weather, which persisted for several days, we met the Yacht on the evening of December 29, and escorted her south towards Adelaide Island. On New Year's Day His Royal Highness transferred to the John Biscoe to visit Base W, while we patrolled in the Matha Strait. Next day we visited Port Lockroy again, and in the evening Base O, on Ronge Island, in the Ger-

lache Strait. In thick fog we went into Deception Island on the 3rd, and while there the Duke of Edinburgh paid an informal visit to the ship, and in the evening we went to Admiralty Bay (Base G), in the South Shetland Islands.

### Local Celebrations

We arrived in Stanley ahead of the Britannia, to make last-minute arrangements, and then re-entered in company. Both ships were dressed over-all, as were the Shackleton, the John Biscoe and the Fitzroy, and the whole of Stanley was there to greet the Duke. Several of us went ashore to watch various exhibitions and matches, and join in the local celebrations, in which it seemed that every farmer from every distant station was also taking part.

Britannia defeated Stanley 5-1 at football, to win a special cup presented by the Falkland Island Government. It was therefore quite gratifying to us to beat Britannia 5-2 when we played them four days later in South Georgia.

On the evening of the 8th we sailed for Fox Bay, the principal trading station on the south-east coast of the West Island, and spent most of the next day there. Then we sailed for South Georgia.

We arrived in company with the Britannia at Leith on January 12, stayed for an hour, and went along the coast to Grytviken. There the Duke landed in the afternoon, and later in the evening we went back westwards to the base at the Bay of Isles. Later that evening we left the Britannia to return to Stanley, while she returned home.

### In Memoriam

Lieut. J. B. Taylor, Royal Navy, R.A.F. Station, Valley. January 3, 1957.

Sub-Lieut. J. G. Denton-Thompson, Royal Navy, R.N. Air Station, Ford. January 11, 1957.

P.O. David E. Simmons, missing, presumed drowned, H.M.S. Albion, January 26, 1957.

P.O. John D. E. Short, H.M.S. Albion.

A.M. William B. Lavener, H.M.S. Albion.

## R.N.B. Portsmouth

### Victory Rifle Club

AMONG THE many activities flourishing in R.N. Barracks is the Victory Rifle Club. Its object is to provide good match rifles and ammunition for those who are keen on shooting and to arrange matches against local urban teams.

Last year the Victory Rifle Club gained promotion to the Portsmouth and District League Division I, where the standard of shooting is extremely high. So far this season the Club has done well and is at present third in the League.

In the Portsmouth Command Postal Leagues, the Barracks teams have been shooting well. At the moment of writing they are top of both the "A" and "B" Leagues, but the Royal Marines and H.M.S. Excellent are pressing hard on their heels.

Young ratings are urged to try their hand at this sport, and are encouraged to come to the .22 range whenever they are in R.N. Barracks. Several young shots have come forward this season and are doing well. It should be remembered that it is not necessary to do an advanced Gunnery course before becoming a first-class shot.

### Boxing

Boxing training is already well under way, and seven important fixtures have been arranged for this term. These will cover twelve evening's entertainment. The Portsmouth Command team will be boxing teams from Army Salisbury Plain, Aldershot Services, Alexandria A.B.C., and Slough Centre A.B.C. In addition to these fixtures the A.B.A. Junior Championships, the Portsmouth Command Open Amateur Championship, the Royal Navy Open Championship and the I.S.B.A. Championships, will all be boxed in the gymnasium of the Royal Naval Barracks.

### Retirement

In an establishment as large as the Royal Naval Barracks it is only natural that retirements from the Service are far from being unusual. During this month, among many others, both the Senior Supply Officer, Capt. J. Parrott, C.B.E., A.D.C., R.N., and the Barrack Control Officer, Lieut.-Cdr. L. Jackson, have been "dined out."

## 100 years ago . . .

. . . The Admiralty introduced Uniform Dress Regulations for seamen of the Royal Navy.

## Today . . .

. . . the finest Naval Uniforms are tailored by Bernards, of Harwich, from carefully chosen cloths and are available at all Bernard branches in such a comprehensive size selection as to make it possible for most customers to obtain, without delay, a uniform providing a perfect fit. However, where Tailored to Measure Uniforms are required Bernards provide a prompt delivery.

Where it is not desired to pay Cash the cost of orders may be charged to a Credit Account for settlement by Monthly Admiralty Allotment or Banker's Order and full details of this facility and of Bernards comprehensive service will be given on request.

**YOU REALLY DO BUY  
BETTER AT BERNARDS**



## C. H. Bernard & Sons Ltd.

Naval and Civilian Tailors and Outfitters

**6-9 Queen St., Portsmouth**

Telephone 4403

BRANCHES at Chatham, Devonport, Deal, Dunfermline, Falmouth, Grimsby, Harwich, Helensburgh, Invergordon, Londonderry, Milford Haven, Newcastle-under-Lyme, Portland, Rosyth, Rothsay, Skegness, Wetherby, Weymouth, Gibraltar, Sliema and Valletta, Malta

And at Abbotsinch, Anthon, Arbroath, Brawdy, Corsham, Eglinton, Ford, Gosport, Helston, Kete, Lissiemouth, Worthy Down

HEAD OFFICE: ORDNANCE BUILDINGS, HARWICH, ESSEX

Members of the I.N.T.A.



## H.M.S. DIANA

BY THE time this letter is printed Diana will have finished with her main engines for a while. They (and their sweating minions) will have successfully thrust us through 52,000 miles of sea, and every Naval command abroad. Our Chief E.R.A. Williams received a well earned B.E.M. for this effort.

relieved of them by the French authorities.

### Patrols

Several rather tedious Red Sea patrols followed this encounter, and it is worthy of note that during this period the ship successfully carried out thirty-five light jackstay transfers. Then, early in December, we were most



Merry Gentlemen

Since our atomic exploits at Monte Bello, we have tried very hard to follow our arranged programme, which included calls at Christmas Island, Singapore, Penang, Madras, Trincomalee and Aden, where we were scheduled to stay for four hours. However, at this point our programme was interrupted by certain irritating elements, who were responsible for our rather extended stay of just under five months.

Early in November, in keeping with her role as Goddess of the Chase, the ship, in conjunction with H.M.S. Newfoundland, indisputably proved that each one of her guns is "Aimed with a Sure Blow" to the surprise and inevitable destruction of the Egyptian frigate Domiat. As a result of this action we spent the following hour rescuing a total of seventy survivors from what would otherwise have been a most unpleasant demise. Our prisoners seemed most grateful to be borne "additional for passage" to Djibouti, where we were subsequently pleased to receive orders instructing

us to return home via the Cape. With very little regret we left the dusty hills of Aden on December 19, and arrived at Mombasa on Christmas Eve. The kindness and generous hospitality of the residents ensured that our stay over Christmas was a happy one; the ship's company and a little local brandy further ensured this enjoyment in traditional fashion. Many friendships were renewed from our previous visit in mid-October, two days' leave being granted to the watches in turn for this purpose.

To the eternal regret of the Scottish contingent on board, New Year was ushered in at sea with a few erratic clangs and some inarticulate noises over the broadcast, in the region of midnight. Our next port of call was Durban. Happily we were given a berth alongside and, judging by the number of sleek cars on the jetty and the crowds which packed our decks on visitors' afternoon (5,000 visited the ship in two hours), we attracted, as usual, considerable attention, which was practically demonstra-

ted by the numerous social activities during our short stay.

The next dockyard wall to be graced by Diana's presence was that of Simonstown. Suffice to comment that the local electric railway to Capetown was well used. Once again at sea, recovering under the gentle influence of the Atlantic swell and the thought of leave, it only remains for us to negotiate Luanda, Freetown and Gibraltar, and finally guide our errant ship into Plymouth Sound, which we hope to reach on February 4.

## H.M.S. GRAFTON

WITH THE provisional acceptance on January 8, 1957, of H.M.S. Grafton, six of the anti-submarine frigates of the Blackwood Class will be in service with the Royal Navy.

Those already completed are H.M.S. Hardy, December 15, 1955, Dundas, March 9, 1956, Murray, May 29th, 1956, Keppel, July 6, 1956, and Pellew, July 26, 1956.

The Grafton was launched at Cowes on September 13, 1954, by Lady Grantham, wife of Admiral Sir Guy Grantham, G.C.B., C.B.E., D.S.O., Commander-in-Chief, Mediterranean.

Like the Dundas, H.M.S. Grafton was built by Messrs. J. S. White & Co. Ltd., Cowes, Isle of Wight. The turbines and main machinery, however, were manufactured by the Parsons Marine Steam Turbine Co. Ltd., Wallsend-on-Tyne. In dimensions and equipment this ship corresponds with her sister ships of the Blackwood Class.

H.M.S. Grafton commissioned on January 9 under the command of Lieut.-Cdr. A. R. Ellis, R.N.

## H.M.S. OSPREY

THE WEEKS prior to Christmas are, by tradition, ones of intense activity in any Naval Establishment and Osprey has been no exception. We began the period under review with an inspection by the Commander-in-Chief which we believe was successful for we were granted a "make and mend" as a result.

With the inspection behind, the Wardroom, Chief Petty Officers' and Petty Officers' Messes became hives of industry as preparations were made for the Christmas Balls and Social Functions. All were on quite a large scale and the general opinion is that this past Christmas has been, socially, one of the most successful for a number of years. We held our annual Children's Parties for Wardroom, Ship's Company and Orphan Children. The "Fair Ground" section was not so elaborate as it has been in the past, due to lack of space, but the other entertainments, including "eats," were well up to traditional standard — not forgetting Father Christmas and his sleigh.

### Soccer

Our soccer team is having an uphill struggle and is missing L. E. M. Mathews whom we are pleased to see is now a regular Navy player. The Seamen's Division has won the Inter-Port League and we have now embarked on a knock-out competition, an interesting feature of which is that the wardroom has been drawn to play the stewards.

### Farewell

The chief petty officers have said farewell to C.P.Os. Tomlins, Ellington and Flux. C.P.O. Ellington is now on the staff of Rentaset and we hope all his snags will be minor ones for years to come. C.P.O. Flux, who for the past two years has been President of the C.P.Os' Mess, is now, after 27 years in the Royal Navy, going to South Africa to be a C.P.O. in the South African Navy. We hope that he and his family will be very happy in that sunny part of the world. They take with them all our good wishes and, no doubt, a certain amount of envy. C.P.O. Flux is succeeded by C.P.O. Wilson as President of the C.P.Os' Mess.

The P.Os' Mess has also said goodbye to two well-known members. P.O. Sheriff was given a great send-off by the Mess on his departure for R.N.B., Devonport and civilian life. P.O. Coles has also left Osprey and will be missed in the cricket team. He has gone to Keppel so, no doubt, the Mess will be seeing him as a visitor from time to time.

## Oil Shortage

THE HOME Air Command has been able to improve on the saving of 10 per cent in aviation fuel reported in the January number of NAVY NEWS. By imposing further restrictions and taking into account the cessation of flying by the R.N.V.R. air divisions it will be possible to increase the cut to 19 per cent.

## R.N.A.S. ARBROATH



Rear-Admiral P. D. H. R. Pelly, D.S.O., inspects the guard at H.M.S. Condor

END OF Term Passing-Out Parade and Prize-Giving.—This took place Tuesday, December 18. The classes passing out were the 12th Term Apprentices and Air Mechanicians No. 20 Course. These classes formed the guard and the colour guard.

Rear-Admiral P. D. H. R. Pelly, D.S.O., Admiral Superintendent H.M. Dockyard Rosyth, inspected the parade and took the salute at the march past. He later presented the prizes.

### Change of First Lieutenant

Cdr. P. D. V. Weaving has been relieved as First Lieutenant by Lieut.-Cdr. J. E. Stevenson.

Cdr. Weaving has been in Condor since March and his move is a result of his promotion. He goes to H.M.S. Excellent for a short engineering course and he will then join H.M.S. Undine as squadron engineer officer.

Lieut.-Cdr. Stevenson has been senior engineer of H.M.S. Glasgow for the last two and a half years. She was the flagship of Admiral of the Fleet Earl Mountbatten of Burma in the Mediterranean and recently flagship of the Home Fleet Flotillas.

He was a survivor of H.M.S. Truculent when she was sunk in January, 1950.

### End of Term Festivities

During the last week of the Christmas Term there were many end of term parties and dances.

On Saturday December 8 a children's party was held in the Petty Officers' Mess. On Monday the 10th there was the Wrens Chief and Petty Officers' dance. On Wednesday the 12th the Sunday School party was held in the N.A.A.F.I. and on Thursday the 13th there was the crèche party. On Friday the 14th the Wardroom held their Christmas dance and on Saturday the 15th there was a children's party in the Chief Petty Officers' Mess. Also held during the week were a Petty Officers' dance, an Apprentices' dance and the Apprentices' passing-out dinner.

## H.M.S. HORNET

JUDGING BY the spirit of the Ship's Company and the "Boats" one would assume that all enjoyed Christmas leave. There were a few long faces when the Retard party were seen disappearing through the main gate and over "Pneumonia Bridge." However, this was soon forgotten and everybody settled down to the job.

As far as the boats are concerned, the only excitement has been the arrival of the first of the "Dark Boats" for the 2nd Squadron. The 1st Squadron has had "Darks" for some time. The special service squadron is so secret that one never knows what is going on. Some would be rude enough to suggest that they do practically nothing, and are so afraid of anyone finding out that they shroud all their activities under a veil of secrecy. Those in the squadron would have us believe otherwise.

### Sport

From the sporting point of view Hornet is still forging ahead.

The soccer team are top of the U.S. Division II league with 20 points from 12 matches whilst their nearest rival has 17 points from 13 matches.

They have also reached the semi-final of the Junior Cup where they are due to play the Royal Marines, Eastney, their rivals in the league. Next month they hope to be able to report that they are about to play

On January 12, a children's party was held in the wardroom.

### Carol Choir

This was under the leadership of Capt. E. C. Beard, R.N., Chief of Staff, F.O.R.A., and included five soloists: Wrens Earle and Palmer, Mr. Wightman, Inst.-Lieut. Hub and Capt. Beard himself. Other members of the choir were drawn from all ranks in H.M.S. Condor.

On Sunday, December 16, a carol service was held in the cinema and on Monday the 17th they visited Little Cairnie Hospital, Arbroath Infirmary, Rear-Admiral Ham's residence and the Wardroom.

### Naval Wedding

On Saturday, December 29, Miss Morag MacKay was married at Inverbrothock Church, Arbroath. The bridegroom was A.A.5 Eric Deverell and the Rev. J. H. Dutch officiated. The bridesmaids were Misses Isobel MacKay and Eileen MacKenzie and the groomsmen were A.A.5 Kenneth Cook. The reception was held in the Windmill Hotel.

### Sport

The New Year has started off quietly and the usual local football, rugby and hockey fixtures have been arranged. It is hoped that the weather will allow these to be played off according to schedule.

Boxing training has started in preparation for February and March when the Navy in Scotland and Home Air Command Championships take place. For these we hope to have several entries.

Fencing instruction and practice takes place twice per week and fixtures are being arranged for the remainder of the season in preparation for the forthcoming Royal Tournament.

The Condor gymnastics team have started practice for the summer season when many demands will be made for their displays.

in the final. Their chief goal scorer is A.B. Ashcroft with 38 goals to date.

Since leave the rugby team has come down in the world in losing two matches (the first defeat since October) bringing their record down to four defeats in 13 matches. In a few weeks they do battle in the Command Knock-out Cup and hope to give a good account of themselves.

## R.N.A.S. ANTHORN

SINCE OUR last appearance in print, in the December issue, everything seems to have been a whirl of activity up to the Christmas leave period, though a more normal tempo has been resumed now.

December started with the "social event" of the year, when Cdr. Worth was married to Third Officer West at Bowness Church. The senior surviving bachelor (our intrepid Lieut.-Cdr. Air) acted as best man—perhaps the better to study effective means of avoiding a similar fate!

The festive month continued in a flurry of ships company and C.P.Os. and P.Os' dances, together with the production of a pantomime.

Anthorn's rugby fifteen played a fine game in the final of the H.A.C. competition, and were perhaps a shade unlucky to be beaten by a penalty goal by an equally good team. Great credit is due to Mech. Russell, both as captain and player, for the fifteen getting so near to the title.

## THE ROYAL SAILORS' HOME CLUB QUEEN STREET, PORTSMOUTH

Accommodation for you and your wife—double room—hot and cold water—10/- per night or £3 per week.

Booking in advance is desirable.

### OTHER AMENITIES:

Restaurant open from 6.15 a.m. to 11.30 p.m.

WEDDING RECEPTIONS AND SMALL PARTIES CATERED FOR.

BARS ★ BATHS ★ BILLIARDS ★ TELEVISION.

Apply SECRETARY-MANAGER.

Tel. Portsmouth 70281 or 70282

Old & Very Strong Ale



BRICKWOODS



# MEDITERRANEAN NEWS LETTER

THIS IS the first contribution to what is intended to be a regular series of reports on life in the Mediterranean Station. It is hoped to keep those who have served here in touch with some of the things they have known, and perhaps catch the interest of others who have not yet been Up the Straits.

Our chief interest for many weeks past has, of course, been centred on the Fleet's activities in and around Egypt. As so often in the past, the Fleet was again called on to take a leading role in protecting the country's interests in the affairs of the Middle East. A great deal has already been written about the operations, but NAVY NEWS might be able to publish some of the more personal stories that did not hit the headlines. There is one, for example, about the officer detailed to get the Port Said lighthouse working again when it was deserted by its regular crew. After finding a man who knew how it worked, and climbing with him up about seven hundred stairs, the officer asked him to open the door at the top. The old man grinned helplessly and mumbled that he had left the key downstairs. The door was, however, opened and the lighthouse re-commissioned.

In addition to the ships taking part, almost everyone on the Station has had some part to play in supporting the operation. Ships had to be brought forward from reserve; a tremendous

receive the acclamation they so richly deserve.

## Christmas Mail

On December 23 the merchant packet that normally brings mail from Sicily to Malta cancelled its call and the Maltese Post Office appealed to the Navy for help. H.M.S. Corunna (Cdr. T. T. Lewin, D.S.C., Royal Navy) sailed hurriedly for Syracuse. There it was arranged for the train containing the mail to be shunted close to the ship's berth and the bags were taken on board. During the loading, five Maltese, mostly merchant seamen, went on board to ask for a lift home for Christmas. Just as Corunna was about to sail two more Maltese ran up and asked to join the party. The ship's sailing was delayed for a quarter of an hour while the men were cleared by the local customs officers.

H.M.S. Corunna reached Malta with its seven passengers and fifteen tons of mail at five o'clock in the afternoon of Christmas Eve wearing a large notice saying "Royal Mail." For good measure, one of the ship's company paraded the upper deck dressed as Father Christmas with a bag of Yuletide mail on his back.

## Change of Commander-in-Chief

On January 8, the Commander-in-Chief, Admiral Sir Guy Grantham, left Malta to meet his successor at



Admiral Sir Guy Grantham, G.C.B., C.B.E., D.S.O., Commander-in-Chief Mediterranean, being presented with a HAFMED Emblem by Vice-Admiral Cato D. Glover, U.S.N., Commander-in-Chief Allied Forces Mediterranean

load was put on the communications staffs; supplies, mail and medical services had to be organised; and the dockyards had a busy time refitting and repairing.

## Withdrawal

On December 22 the withdrawal of the main force from Egypt was carried out just as successfully as the landings, and most of the ships returned to Malta or Cyprus. Many of the faster ones reached Malta on Christmas or Boxing Day to enjoy their Christmas dinners in harbour. But there still remained the salvage fleet at Port Said doing a brilliant job clearing up the mess in the approaches to the canal. Some of the ships were manned by civilian crews and others had R.N. ships' companies wearing plain clothes. It is difficult to describe adequately the magnitude and value of the United Kingdom Salvage Unit's achievement in clearing channels for shipping. The ships originally remaining were Striker, Dalrymple, Kingarth, Uplifter, Barhill, Barnstone, Fort Duquesne, Blue Ranger, Sea Salvor, Kinbrace, Succor, Salvador, Spaburn, Spapool, Careful, and Lifting Craft 10, 23 and 24. Some of these were phased out at intervals on instructions from the United Nations as their work was completed.

## Salvage

The senior British Naval Officer, working with the United Nations engineer, General Wheeler, was Capt. T. E. Podger, Royal Navy, with his headquarters in Striker. Capt. W. R. Fell, C.B.E., D.S.C., Royal Navy (Retd.), was in immediate charge of the salvage work of the British ships. The ships undertook what is regarded as the biggest job in the history of salvage. They did it with a minimum of preparation and logistic support, and in surroundings that were far from friendly. The astounding results were only made possible by the sustained determination of the salvage officers and crews to see it through despite all their difficulties. No praise is too high for them all.

The last remaining ships finally sailed from Port Said on January 24. It is to be hoped that everybody in them has a well-earned rest and

Naples. Lascaris Wharf was crowded with people saying farewell when the Admiral and his family went to join H.M.S. Surprise for the voyage to Italy. The Commander-in-Chief was pulled across Grand Harbour in his gig manned by Flag Officers. At Naples he turned over his command to Admiral Sir Ralph Edwards, who returned to Malta in the Surprise.

## Station Leave

An excellent piece of news recently received from Admiralty is that station leave from the Mediterranean may be taken in the United Kingdom. The travel agencies in Malta are already advertising their travel arrangements for those of us who decide to go home for a couple of weeks. The return fare is £32. And cheap at the price, many will say. Your correspondent, however, prefers to spend his money on wine and sunshine out here.

## Amphibious Warfare Squadron Operation "Musketeer"

Following the seizure of the Suez Canal by the Egyptian Government the Amphibious Warfare Squadron was strengthened by the addition of fourteen vessels. The L.S.Ts. Puncher, Anzio, Suvla, Ravager, Salerno and Lofoten joined Reggio and Striker, while the L.C.Ts. Bastion and Redoubt were supplemented by the arrival of Portcullis, Rampart, Parapet, Buttress, Counterguard, Sallyport and Citadel. M.R.C. 1097, Maintenance and Repair Craft, brought the total strength of the squadron up to twenty ships. H.M.S. Meon, a river class frigate, was the H.Q. ship. The ships had been drawn from the Reserve Fleets in the United Kingdom and Malta. By the end of September, after a series of exercises, the newcomers had shaped themselves into an efficient force.

Towards the end of October, in conjunction with the Royal Marine Commandos and the Army, an exercise was planned but events overtook it and we were diverted to Egypt. We were at first in some doubt about our destination but it became quite apparent when we received reports of the Royal Air Force and carrier-borne aircraft attacking carefully selected military targets ashore.

The convoy of snub-nosed ships

advanced steadily through a gentle swell. It was a pleasant voyage with the crews working hard to perfect emergency routines such as Damage Control States and Action Stations, cleaning and testing weapons and preparing equipment. Operation orders were memorised and soon the reaction to alarm signals was automatic.

As the afternoon of November 5 faded, the convoy sighted the French Assault Group. Later in the evening the two forces made their rendezvous and advanced together towards the Egyptian shore. The impressive convoy with a reassuring escort of gunfire support ships astern and ahead was preceded to the lowering position by the minesweepers. Before daybreak the following morning the Assault Group split: the French to take Port Fouad and the British Port Said.

The serene beauty of the dawn of the 6th was soon disturbed by the noise of the support ships opening fire on the Egyptian emplacements in conjunction with Allied air bombardments. Simultaneously L.C.As., the small flat-bottomed landing craft, were lowered from the davits on which they had been carried in their parent L.S.Ts. and proceeded wave after wave to the shore. L.V.Ts., cumbersome tracked amphibious vehicles, were swum out from the L.S.Ts. to beach with the first wave of L.C.As. Conditions for the operation were good and the landings were perfect—a fitting climax to the months of toil and sweat that had come before. The L.C.As. were retracted as soon as the troops were out to allow a clear passage for the five L.C.Ts. carrying tanks that made their run-in on the paths that had been cleared by the assault pioneers and marked by the Naval Beach Unit. Bastion and Portcullis, two of the L.C.Ts. carrying priority vehicles, berthed in the fishing harbour inside Port Said Harbour. About an hour and a half later the minesweepers reappeared to sweep the harbour then followed the British and French landing ships and the remaining L.C.Ts.

The harbour area was soon clear of fighting, enabling the build-up to continue unhampered. By midday the first merchant ship was secured in the harbour and civilian L.S.Ts. began to berth and unload on the Hard beside the debris-strewn court of the Casino Palace Hotel. The quay was able to accommodate four L.C.Ts. at once and was used almost continuously throughout the operation. The L.S.Ts. did not remain at Port Said for long but left to operate a shuttle service between Port Said, Cyprus and Malta. The L.C.Ts. worked as ferries between the ships and the shore. These duties in the confined waters of the harbour were particularly arduous. *The Times* accurately described their activities as like "backing a long car into too small a garage in a blackout after a heavy night of celebration."

The Amphibious Warfare Squadron, now back in Malta, is once again preparing for the Summer Training programme. Many of the ships summoned for the emergency have returned to the United Kingdom and the remainder await whatever fate the New Year has in store for them.

## H.M.S. Diana returns to U.K.

ON MONDAY, February 4, H.M.S. Diana (Capt. J. R. Gower, D.S.C., R.N.) arrived at Plymouth after an absence of 10 months, during which she has steamed just over 52,000 miles. The first 11,000 miles from Plymouth to Fremantle, Australia, were completed in five weeks with stops for fuel at Gibraltar, Aden, Colombo and Singapore, and at Monte Bello to rehearse the first atomic bomb explosions. H.M.S. Diana was present when these bombs were exploded in May and June last year.

On the conclusion of these tests the Diana was on her way to join the Mediterranean Station via Singapore, Penang, Madras, Trincomalee and Aden. She was at the last-named port at the outbreak of the Suez Canal crisis and for the following five months patrolled the Red Sea area. She was in company with H.M.S. Newfoundland when the Egyptian frigate Domiat was sunk, and rescued 70 survivors.

In mid-December the Diana was ordered home via the Cape, calling at Mombasa, Dar-es-Salaam, Durban, Simonstown, Freetown and Gibraltar. During this passage she crossed the equator for the seventh and eighth times.

The ship is now due to refit in Plymouth prior to serving in the Home Fleet under the same Commanding Officer.

## R.N.A.S. Culdrose



THE COMMANDING Officer of R.N.A.S. Culdrose, Capt. D. Vincent Jones, R.N., and Cdr. (Air) I. G. W. Robertson, R.N., attended 814 Squadron commissioning service.

The service took place in a hangar and was conducted by the Church of England Chaplain, the Reverend K. Evans, and the Church of Scotland Chaplain, the Reverend N. Burns.

## No Stranger

The Commanding Officer of the new squadron is Lt.-Cdr. R. Fulton, R.N., and he is no stranger to the Gannet aircraft with which his squadron is equipped. Lt.-Cdr. Fulton served in the Flight which proved the aircraft before its acceptance into squadron service, and he was later in the first Gannet squadron to be formed in the Royal Navy.

814 Squadron first formed in November, 1938, and was then equipped with six Swordfish aircraft. The squadron embarked in H.M.S. Hermes shortly after the outbreak of World War II. The squadron, now equipped with twelve Swordfish, carried out A/S patrols in the South Western Approaches and towards the end of the year took part in the search for the Graf Spee. Much of the squadron's service throughout the war years was in and around the Indian Ocean.

The new 814 Squadron now

embarks on its work-up period. May we wish all in the squadron the very best of luck for the future.

The Culdrose Theatre Group are now auditioning for the play, "And So To Bed." The casting calls for eight females and eight males—a nice, convenient arrangement.

"And So To Bed" will be Culdrose's entry for the Drama Festival to be held in March.

## W.R.N.S.

The W.R.N.S., now fully recovered from the trials and tribulations of leave, have raised their eyes to the future and got to the committee stage in plans for a St. Valentine's Dance. This promises to be the bright spot of the winter months.

## Station Band

The Station Volunteer Band needs more instrumentalists, so if any of our readers are scheduled to arrive in this part of the world in the near future, and can play an instrument—your services are eagerly sought after.

## Gun Crews

Selections for the Air Command Field Gun Crews are now under way. Culdrose will follow the progress of the teams with much interest. Good luck, and may success be yours at the end of your arduous training. To the Culdrose men selected we wish an extra special Good Luck!



When you come to Willerbys for your shore-going clothes (or your new uniform for that matter) you can be certain of one thing—real Naval smartness. At Willerbys you'll find a complete service, made-to-measure and ready-to-wear; clothes made by craftsmen, and a splendid range of cloths to choose from; helpful service and reasonable prices. And what's more, you can wear while you pay—and pay by allotment, if you wish. Why not write, or call next time you're ashore and ask for the special folder explaining

**the WILLERBY way!**

LONDON, W.1, AND AT 82 ROYAL PARADE, PLYMOUTH. 228 HIGH STREET, CHATHAM. 111 COMMERCIAL ROAD, PORTSMOUTH. 5 LONDON ROAD, NORTH END, PORTSMOUTH. 20 ABOVE BAR, SOUTHAMPTON.



## CALENDAR

**Gillingham Branch**  
Mar. 29.—Annual Dinner.  
**Purley Branch**  
Mar. 16.—Annual Dinner.  
**West Bromwich Branch**  
Feb. 20.—"Bring and Buy" Sale.  
Feb. 27.—Fortnightly Meeting.  
Mar. 6.—Social Evening.  
**Ashford (Kent) Branch**  
Feb. 22.—Ninth Birthday Party.  
**Horley Branch**  
Feb. 9.—Dance.  
Mar. 9.—Dance.  
**Hounslow Branch**  
Feb. 15.—Annual General Meeting.  
Mar. 9.—Dance.  
**Rye Branch**  
Feb. 11.—Annual Dinner.  
**Darlington Branch**  
April 5.—Annual Dinner and Dance.  
**Cheam and Worcester Park Branch**  
April.—Annual Dinner and Dance.  
**Twickenham Branch**  
Mar. 1.—Annual Dinner and Dance.  
Mar. 22.—Social and Dance.  
April 12.—Social and Dance.  
June 16.—Dedication of New Standard.

## We Remember Them

**Portsmouth Branch**  
Shipmate O. Bledhill.  
Shipmate J. Oxley.  
**Burnley Branch**  
Shipmate T. Noble.  
Shipmate N. Wrigley.  
**Hastings and St. Leonards Branch**  
Shipmate T. W. Lamb.  
Shipmate J. W. Saunders.  
Shipmate G. W. Stace.  
**Isle of Man Branch**  
Shipmate W. S. Price  
(Founder member of Isle of Man Branch.)  
**Lewes Branch**  
Shipmate Cdr. L. B. Bishop.  
(Founder member of Lewes Branch.)

## VENUES

**Stratford-upon-Avon.**—Masons Arms, 7.30, second Friday of month.  
**Hastings and St. Leonards.**—The Cutters Hotel, Marine Parade, Saturdays.

## HAYLING ISLAND

IN NOVEMBER we held our annual dinner, at which forty members and their guests sat down to a glorious meal, served up to us by Shipmate Plunkett, after which the company was entertained by a puppet show, a comedy dance by Miss Patricia Jones, and also games and dancing.

Although this was a great success, we hope to get off the mark a little earlier for our next event to make it a much greater success.

At our first meeting of 1957 the members welcomed the Rev. A. E. Bennett as our hon. chaplain. As this is the first time this office has been filled we feel this a great step forward. To shipmates serving at home and abroad we send our best wishes, and don't forget to let us know when you are due to return.

## ISLE OF WIGHT

OUR ANNUAL General Meeting was held at our Ryde club premises on Friday, January 18. About fifty members were present.

Our chairman, Shipmate Rann, spoke of the great progress of the branch. We had acquired our own premises and had increased our credit balance substantially and seventeen new members were enrolled. This, he said, was due to the comradeship of the members and especially the efforts of the ladies, who had made themselves responsible for organising many social events.

Our new president, Capt. Edwards (Rtd.) endorsed all that Shipmate Rann had said and that he was both surprised and delighted at the great progress which had been made in such a short period.

He remarked that matelots could do the impossible in a very short time and the working of miracles took just a little longer.

Shipmate Rann was re-elected as chairman and thanked the members for their confidence.



# THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen



Kingsbury and Kenton Branch annual dinner. The General Secretary of the Association was the guest of honour

## PORTSMOUTH

THE BRANCH finished up the year 1956 with a most successful round of social activities. Outstanding amongst these was the success of our children's party held in our own club. Held on two successive Saturdays for the different age groups, it would appear to be the best ever if one takes notice of what the people who matter reported, that is to say, the children themselves. Another great success was our New Year's Eve "fancy dress" dance. A very full muster of shipmates greeted the New Year with the time-honoured sixteen bells, having spent the evening dancing to our own band.

The most important date, of course, for the month of January was the Annual General Meeting on Wednesday, the 16th. Very favourable reports were given by our chairman, Shipmate L. Bray, and our club treasurer, Shipmate W. W. Knight, D.S.M.

Altogether a most successful year with prospects of a better one to come.

Improvements are now being carried out in our H.Q. which should add further comfort to the advantage of all shipmates, both of our own branch and our many visitors throughout the year.

There have not been many changes in the main officers serving on our committee. Perhaps the most important being the election of Shipmate H. Pratt to the office of vice-chairman.

Shipmate Pratt has for the past six years held office as branch hon. sec. and that office has now been filled by Shipmate V. H. Jones. Very high praise was given to Shipmate W. Briggs, D.S.M., the retiring vice-chairman, for his great work during his term of office.

## WELLING

OUR ANNUAL General Meeting was held on Sunday, January 20, 1957. All officers were re-elected *en bloc*. The treasurer's report showed that the finances of the branch were on a healthy basis, despite the large amount of money spent on the Celebration Dinner last May.

The secretary said in his report that socially we had had a very successful year. Our dinner had been a great advertisement for the branch. So had our socials. The spirit in which these were held spoke well for the future of the branch. More young members were needed, so as to be ready to take the place of the older ones.

During the year our standard had been carried at Canterbury, Hastings and Lewisham. We attended the service at Whitehall and the reunion rally at the Festival Hall. Our branch supported the local branch of the British Legion in their re-dedication service in June, and we also were on parade at the local War Memorial on Remembrance Sunday.

We had attended the Sidcup Branch annual dinner and two of their socials. Our members' children had a very happy time at the children's Christmas party given by the Sidcup R.N.A., for which many thanks to our "chummy ship."

We hope to have another very successful year. Best wishes to all branches!

## GILLINGHAM (Kent)

IT'S A long time since we contributed to NAVY NEWS and we do so wishing all shipmates "A Happy New Year." A little late perhaps, but good luck to you all! It has been a New Year of activities for us, and it is very noticeable that attendances at branch meetings are increasing. This is, no doubt, due to our change of headquarters, now the "Admiral Elliot" at Gillingham. Mine host and hostess have put themselves out to make us comfortable and happy, and, not only that, they have contributed to our various functions throughout the year. It was at a mixed meeting on January 18 when the branch showed its appreciation of their work when "Bob" and "Ann," associate members, were presented with a fine biscuit barrel, suitably inscribed, by our president, Cdr. Le Mare, of the

Arethusa T.S. Both he and our chairman, Shipmate Cooper, spoke in glowing terms about their activities. In reply, Bob was a little tongue-tied but thanked all on behalf of himself and his good lady.

What little business we had was soon cleared and it left us to enjoy a very fine social evening. Visitors from Chatham Branch were present and the chairman thanked them—on behalf of the branch for their welcome attendance. Refreshments were served by the ladies.

I must point out that Shipmate Tippitt has been reappointed as area representative. He is a hard worker and we wish him every success.

## Moneybags

During the evening I noticed a sinister figure moving around and I heard someone call him "Moneybags." Shipmate De Guele, who is our treasurer, was on the war-path. The way he gets the money out of you is uncanny. One of these days he will be offering us our money back at "quid for twenty-five." "Keep it going, you old skinflint!"

The date of our annual dinner is March 29 and I am sure we shall have a wonderful evening. "Get your tickets!" says De Guele.

May I introduce myself?—Shipmate Nixon. I have recently been elected to the post of reporter and shall do my best to keep in touch with the NAVY NEWS. I am one of the "old boys" who have taken up residence in the Pembroke House, Gillingham. This is the R.N.B. trust home for Navy pensioners of all ranks and they all join with me in wishing all ranks of Royal Navy, past and present good fortune. God bless you all!

## MAIDSTONE

AT THE Annual General Meeting, held on January 7, Shipmate Peter Beadle was elected branch president, a fitting honour in recognition of his three years' service as chairman.

He has been succeeded in office by Shipmate Tom May, our enthusiastic social secretary.

The other officers are as before, and the vice-chairman is Shipmate Harry Antill.

The fortnightly meetings continue to be held at the ex-Services' Club, Ashford Road, and it is hoped that all members will make an effort to attend regularly.

## PURLEY

THE ANNUAL General Meeting of the above branch took place at our headquarters, "The Jolly Farmers," Purley, at 1030 on Sunday, January 20. In remarking that it was the twenty-third annual general meeting he had conducted, our chairman, Shipmate Arthur Diprose, reminded all present that we are one of the pioneer branches of the Association. In fact, we claim to be one of the oldest branches of ex-Naval men in the London area. The meeting opened in the presence of approximately half the branch membership. Silent tribute was observed for fallen comrades.

The chairman reported a most successful year and thanked everybody for the support they had given him, and said that he had thought of resigning this year after the successful dedication of our new standard, but had decided to go on, with the permission of the branch, to at least his silver jubilee.

The secretary then made his report, saying we had enrolled eight new members during the year.

Then came the turn of the treasurer. He had great news to report: the branch finances were in a better position now than they had even been, despite the fact that we had spent more money last year than any previous year. The cost of the dedication of the new standard, £62 odd, was greatly offset by the donations of £15 10s. from members and the very successful draw on the City and Suburban race.

Our president (Cdr. J. Lees, O.B.E., R.N.V.R.), proposed a vote of thanks to the officers for their services in the last year. This was seconded and carried unanimously.

All officers were re-elected *en bloc*, with the exception of the vice-chairman, who wished to stand down. Shipmate Goodenough was elected unanimously.

Letters of thanks were read from three widows of deceased members, the Star and Garter Home at Richmond, and the Royal Naval Benevolent Trust, to whom donations were made at Christmas.

After much discussion it was decided that the annual dinner would be held at the "Rose and Crown" Hotel, Kenley, on March 16, and the committee were asked to go ahead with arrangements.

## WEST BROMWICH

BY THE time this edition of NAVY NEWS reaches you, our Annual General Meeting will be past, and we look forward with confidence to another year of progress.

May this opportunity be taken of thanking you all, and especially the retiring officials, for all past support and help.

The first £100 has been placed in the bank to launch our building fund, and we aim to raise as much money as possible during the year for this cause. Our first effort will be held on February 20, when we are holding a "bring and buy" sale. All members, with their families and friends, are invited to come along on that evening, to bring something for the sale, and buy something to take home. We need everyone's help and this is one occasion when everyone can help.

What a wonderful thing it would be if, during this year of 1957, each member could introduce a new one!

## ASHFORD

ASHFORD BRANCH, Royal Naval Association, is showing the town that it is not quite the "silent service." Vice-Admiral Sir Albert L. Poland, president, told the annual meeting on Friday, January 18.

There was a full muster of shipmates at the branch headquarters, the Wellesley Hotel.

Sir Albert said that it was such things as the two visits of the Royal Marines Band and the dedication of a mess painting that showed Ashford R.N.A. was not quite the "silent service."

The meeting was told that membership was steadily increasing and now stood at eighty-two. Sir Albert said that he hoped it would pass the hundred mark before the end of 1957.

The retiring chairman, Mr. L. G. Murray, was praised by him for his hard work in bringing the branch up to standard; and the meeting agreed that he be made a vice-president in recognition of those services.

First big function this year will be the branch's ninth birthday gathering on February 22.

Articles were also received from R.N.A. Hounslow and Havant, but pressure precluded their printing this month.

## A.M.P. SOCIETY

THE LARGEST BRITISH MUTUAL LIFE OFFICE

**LOW PREMIUMS — GOOD BONUS — LIBERAL CONDITIONS**

Naval Personnel normally accepted with War and Service risks covered

AUSTRALIAN MUTUAL PROVIDENT SOCIETY

Head Office for the UNITED KINGDOM:

73-76 KING WILLIAM STREET, LONDON, E.C.4

Telephone: Mansion House 6823



## KIDDERMINSTER

DURING 1956 this branch has, once again, given valuable assistance to the local Dr. Barnardo's Home by organising and conducting various sideshows at the annual garden fête.

Our charity efforts also included a decorated lorry entry in a local carnival, when the young and handsome members of the branch masqueraded, with the assistance of suitable costumes and cosmetics, as the "Girls of St. Binian's, thereby causing hearty laughter and raising a substantial sum of money for the very deserving charities concerned.

The branch was represented at the Dedication of the West Bromwich standard. This was a very impressive function, well organised, well attended and blessed with good weather.

The annual dinner, which was attended by eighty members and their friends, was held at the Chateau Impney, Droitwich Spa, and was followed by entertainment and dancing. Loyal greetings were sent to Her Majesty, and the reply was read by the branch chairman.

A section of our Concert Party achieved a double object when they provided a variety entertainment at a local British Legion annual dinner. In addition to giving satisfaction to the assembled company, they raised a considerable sum of money for the Kidderminster and District Spastics Association, and were warmly thanked for their efforts and generosity.

Thanks are due to our Ladies' Section for designing and producing the costumes for our carnival entry and amateur theatricals, and for organising the solid refreshments for our social functions.

## ISLE OF MAN

THE OFFICIAL opening of the club was held on Friday, December 14, 1956. The ceremony was performed by Rear-Admiral N. V. Dickinson, C.B., D.S.O., D.S.C., in the presence of the Lieut. Governor, Sir Ambrose Flux Dundas, K.C.O.E., C.S.I., the patron of the club. The opening speeches were made by Sir W. P. Cowley, C.B.E., president of the Association, and Mr. J. W. W. Hyde, chairman. The Rev. F. M. Cubbon read the prayers.

In his opening speech the Admiral said he was very proud to have been asked to open the club. It was his first visit to the lovely island and he was impressed with it. He also said it was a remarkable achievement for the Association to have such pleasant premises for their club and every member should be very proud of it.

After the proceedings there was yet another little ceremony to be performed, this time by Mrs. Dickinson, the wife of the Rear-Admiral. She was asked to open the Wrens' Room which had been named the "Wrennery." After an excellent buffet supper the guests were shown over the club and chatted with some of the members.

The branch has about two hundred and fifty members and also thirty members of the W.R.N.S. who are all members of the club.

A cordial invitation is given to all shipmates who visit the Isle of Man to call on the club.

## CHEAM and WORCESTER PARK

ON JANUARY 5 the branch made a visit to the Express Dairy Company's new bottling centre at Morden. A tour was made of the plant and everything seen that goes on to produce our daily pint of milk. This plant is well worth a visit and it can be arranged by applying to head office.

The next big event was the children's party, held at headquarters, where a large number of children were entertained.

### Annual General Meeting

January 4 was Annual General Meeting night and we had a full muster of all hands. We had our hon. chaplain with us for the first time, and he said he had enjoyed being among us. It was good to see the evening's business conducted in a crisp and businesslike way. We have only had two major changes in our officers, due to ill-health. Shipmate Greaves had to retire and in his place we have Shipmate Clark. The new welfare officer is Shipmate Tom Sargent.

After a very successful year in 1956 we look forward to an even more successful 1957. Our membership is strong and we are going all out to encourage more ex-Naval men to join us.

We are looking forward to a full social year and welcome visits from other branches.

The annual dinner and dance will be held in April.

## PEMBROKE DOCK

PEMBROKE DOCK R.N.A. Branch certainly "hit the deck" on the occasion of the annual party, held at the "White Hart" Hotel on December 29, 1956. "Mine host and hostess"—Mr. and Mrs. Woolnough, licencees of the "White Hart"—were in charge of the bar. The club room was cheerful with bright lights, and small tables were placed round the room and a warm coal fire at each end enhanced the festive atmosphere.

The branch was honoured by the presence of Cdr. T. Butler (Resident Naval Officer of H.M. Dockyard and Queen's Harbour Master), also Mr. R. S. Hayes (of R. S. Hayes Shipbuilding and Engineering Co.), who is president of the branch. Mrs. Butler and Mrs. Hayes were also present. A goodly company of shipmates and their wives attended, including Mr. Harry McLaughton (secretary), Mr. George Maidlaw (chairman) and Mr. Jock Sinclair (treasurer).

Shipmate Laidlaw and Shipmate Jerry Driscoll shared the honours of M.C. for the evening, assisted by Shipmate Best. Supper was served and provided by the ladies.

Apart from sparkling drinks and good conversation, the high-light of the evening was the breezy entertainment—provided by members of the club and guest artistes. Shipmate Jack Stephens kept everyone in roars of laughter with funny sketches—one in particular, "Blowing out the Candle," which entailed pulling funny faces, had the whole room rocking with merriment. Mr. Claude Tozer (guest artiste) gave a streamlined performance with his monologues. Mr. Selwyn Gwyther (guest artiste) was sweet and mellow with his magic saw. Mr. Jimmy Roch (guest artiste), a pleasant tenor, gave us, in his own good style, some well-loved ballads. Shipmates Driscoll and Best had contrived unique sketches of their own—one of which was very amusing indeed. Called the "Knife-Grinder," it was most ingenious and received great applause.

Another popular singer was Shipmate Alderman George Burton. He sang the vintage number, "Great Red Dawn," and one or two other songs, in a fine, sincere and friendly voice, and greatly pleased everyone who listened to him.

The party ended at 11 p.m. with the singing of "Auld Lang Syne" and "The Queen."

At the piano was Shipmate (Mrs.) Ivy James, official pianist at the Pembroke Dock Branch.

## FOLKESTONE

ON WEDNESDAY, January 9, the branch entertained thirty-seven children of members at their annual Christmas party. All sat down to an excellent tea of sandwiches, cakes, fruit and ice-cream, afterwards joining in games and songs.

On leaving, each child received a gift, a bag of sweets and an orange. The party was arranged by members of the Ladies' Social Committee.

In the evening, the usual carnival social for adults was held. An excellent entertainment was provided by the Folkestone Co-operative Women's Guild Choir, together with several other artistes. There was also plenty of fun and games, for which several prizes were awarded.

We are all looking forward to another good evening on Thursday, January 24, when we hold our annual supper.

## STRATFORD-UPON-AVON

A NEW branch has been formed at Stratford-upon-Avon. The inaugural meeting was held on November 24, 1956, and was well supported by branches from the area. Eleven members joined at the meeting. The branch is flourishing and now has twenty-five full members with more coming along.

At the last meeting, held on January 11, 1957, Col. A. J. Hughes, of Crims-cote, near Stratford-upon-Avon, was elected president of the branch and the following officials were also elected: Chairman, C. D. Collins; vice-chairman, J. Reynolds; secretary, J. M. Adams; treasurer, D. Unitt; and committee, S. J. Lively, K. Birch, A. H. Cross and P. G. Hancox. Future meetings will be held at "The Masons' Arms," College Lane, Stratford-upon-Avon, at 7.30, on the second Friday of the month. We consider ourselves very fortunate in having a very cosy headquarters and we shall be pleased to welcome any visitors who may be around this way on our meeting nights.

## HORLEY

THE ANNUAL Meeting of the Horley Branch of the Royal Naval Association took place on Saturday, at the "White Swan," and was very well attended. The proceedings opened with the Loyal toast and then there was one minute's silence for members of the Association who had "slipped their cables," absent friends and "those in peril."

The chairman (Mr. F. Hoare), in his report, said that another successful year had just passed, and he was pleased to see such a good muster. Owing to various reasons, he would have to relinquish his office of chairman, which he had held for several years. He thanked all for their help and co-operation during his term of office and said he would continue to help the branch in all ways possible (applause).

### Good Position

The secretary (Mr. R. T. Giles) said that during the seven years the branch had been formed they had maintained around the figure of fifty-five members. Their finances were in a good position and during the year they had been able to give a little assistance to members who had been unwell, and had also been able to get a grant for one member from the R.N.B.T. There had been eight successful dances during the year and as a result of these the Association had been able to give the local Sea Cadet unit a gift of £20 and also to send £10 to the Lord Mayor of London's Hungarian Relief Fund. He pointed out that these dances were their main source of income, and he was very grateful to the public who attended them so well, very often in bad weather. Coach outings to Portsmouth on Easter Sunday for Navy Days, and two coaches to the Royal Tournament were much enjoyed by all who took part in them. They attended with standard the dedication of standards of the Hastings and Purley branches, also the Zeebrugge Rally at Canterbury, and the annual rally and reunion in London, a ceremony in which over one hundred standards were present. Locally, they attended the Battle of Britain remembrance service and Armistice service and also laid wreaths at these two services. The new Association headquarters and club were formally opened on April 21, and the official opening would take place during 1957. All full members of the branch were members of this club.

### Plans for 1957

Plans for 1957 were much the same as before, dances on February 9 and March 9, and others to be arranged in April and May; Portsmouth on Easter Sunday (the Queen's Birthday this year); the Royal Tournament on Saturday, June 22; the Jutland Rally at Chatham, and the London Reunion in October. He thanked all the officers of the branch for their help during the year, with a special tribute to the retiring chairman (Mr. F. Hoare).

## DORKING

AT THE recent Annual General Meeting the treasurer, Shipmate D. Hockford, resigned his office. This he held for three years, and the branch is grateful for the excellent work he has done. He will be greatly missed. Shipmate W. Goulden has succeeded him.

Other changes in office included that of Shipmate Bob Terry as the new chairman. The retiring chairman agreed to act as vice-chairman.

The children's party was a success, due in no small measure to Santa Claus (Shipmate R. Vincent).

It is hoped to include reports on the third annual dinner and dance in the next issue of NAVY NEWS.

## AREA No. 2

IT WAS very gratifying to see such a large number of shipmates at the Annual General Meeting held on January 12. Among the items discussed was the proposal to try to get more publicity from Navy Days. We were thankful for the support and interest shown by Areas 3 and 4 in this project.

All the area officers were re-elected to office: a very pretty compliment and recognition of the valiant work done by each one of them.

John Cunningham House has distinct advantages as a meeting place for area delegates. It is ideal for meeting old shipmates and getting to know the doings of other branches.

Much pleasure is felt at the response to the eventual purchase of an Area standard. Donations will be gratefully acknowledged by the treasurer or secretary.

## DARLINGTON

THE DARLINGTON Branch is pleased to report that branch membership is steadily increasing. At present there is a membership of 233, as against 158 in January last year.

The club has been redecorated and a bar installed in one of the ground-floor rooms. All the work was done by volunteer labour supplied by the members. It is evident that, although they have reached the happy position of being in their own headquarters, they are not content to sit back and take things easy.

### Social Committee

The Social Committee was very active over Christmas and the New Year, and arranged some excellent social evenings. New Year's Eve saw a musical quartette take the stage and everyone enjoyed the "fun and games" that followed.

The New Year saw the introduction of a new amenity for our members, a branch Sick Club. Fully paid-up members are eligible to join, the subscriptions being 1s. 6d. per fortnight, with a sick pay of 10s. a week and a share-out at Christmas.

### Children's Party

On January 5 the third annual children's party was held for 150 children up to the age of fifteen years. Provided for them was a grand tea and a magnificent cake, suitably decorated with ships and three candles. The cake was made by ex-W.R.N. Mrs. V. Pemberton, who also did a wonderful job in arranging the whole party. After tea the children had games and were entertained by a Punch and Judy show. The high-light of the evening was the presentation of gifts by Father Christmas, this part being performed admirably by Shipmate J. J. Burn. Each child received a gift valued at 5s. and all children twelve or over received an envelope containing the 5s. in cash.

The Games Section are doing very well in the Darlington Works League and are only two points behind the leaders of the Domino League. We also have a chance to become leaders of the Darts League.

The Ladies' Section is still going from strength to strength and members' wives are getting together on ladies' nights and really enjoying themselves. December 12, 1956, saw them sitting down in a nearby hotel to their first annual dinner, followed by a concert party. From conversations which we have overheard we must come to the conclusion that they all had a grand time. Needless to say that all our members were at home baby sitting.

The branch members are now making all arrangements for the third annual dinner and dance, which is to be held in the Masonic Hall, Archer Street, Darlington, on Friday, April 5.

## HASTINGS and St. LEONARDS

SINCE our last notes appeared we have been very busy. The children's party and pantomime was voted a great success and reflects great credit on the organisers.

About the end of the year it was realised that, owing to unforeseen circumstances, we would have to look for a new branch headquarters. This meant more work for our committee but at the first general meeting of 1957 they gave the shipmates a short list of three possible venues upon which to vote. The result was that, by a fairly comfortable majority, The Cutters' Hotel was chosen. Will shipmates please note that the new headquarters of the Hastings and St. Leonards Branch is: The Cutters' Hotel, Marine Parade, Hastings. The room is not a large one but very comfortable, and buses stop right outside. A welcome awaits any shipmate who cares to drop in any Saturday night.

The branch Annual General Meeting was well attended all officers were re-elected.

## TWICKENHAM

JANUARY IS always a very busy month for most branches, and we are no exception. On Friday, January 11, the Annual General Meeting was held and the attendance was excellent. The president, Vice-president White, the chairman, secretary and area delegate were all re-elected for another term of office. Shipmate C. E. Richards was elected vice-president, Shipmate H. Mulready as vice-chairman, and Shipmate C. Cooper as treasurer.

The chairman wishes to thank all shipmates, members and friends for their loyalty and co-operation during the past year and also to numerous other branches for their assistance and visits, which contributed towards making a very happy ship's company. The monthly socials and dance are proving very successful and visitors are welcomed.

The Annual Dinner and Dance will be held on March 1 at the "King's Head," Twickenham. Invitations have been accepted by the Mayor of Twickenham, Vice-Admiral Taylor, Shipmate H. W. Bates, No. 1 Area chairman, the branch chaplain, and six shipmates from the Star and Garter Home, Richmond.

During December last a whist drive was held, and the entire proceeds of £15 13s. 6d. was given to shipmates of the Star and Garter. Thanks are mainly due to the work of shipmates White and I. Rogers.

Recently the film, "The Battle of the River Plate," was shown at the local cinema and we were permitted to exhibit our standard and branch treasures to the public. The main items were a silver bosun's call, last used at the funeral of King George V, and a silver dessert knife, fork and spoon, the reputed property of Admiral Doenitz, late Commander-in-Chief, Germany Navy. Following this publicity we have had a number of enquiries from ex-Naval men, including a C.P.O. who served in the Achilles. It is hoped to recruit these as members of the Association.

At our Annual General Meeting we were extremely happy and delighted to accept from our president, Shipmate W. Palmer, a generous sum to purchase a new standard for the branch. Arrangements have been made to lay-up the old standard and dedicate the new standard on Sunday, June 16, 1957, at 3 p.m., at St. Mary's Church, Twickenham. Will all branches please note this date, and further information will be available in the near future.

Future dates to remember: March 1, Annual Dinner and Dance; March 22, Social and Dance; April 12, Social and Dance; June 16, Lay-up of old Standard and Dedication of new Standard.

## RYE

AT THE meeting held at the Crown Hotel, Rye, on Monday, January 14, 1957, the popular president, Capt. H. E. Wethey, R.N. (Retd.), was welcomed on his return from America. Cdr. Ramus, R.N.R., voiced the thanks of the meeting for an enjoyable account of his visit to Texas and Mexico.

Final arrangements have been made for the dinner to be held at the Flushing Inn on Monday, February 11. It is hoped that at least twenty-six will be present.

## MOULDERS (PORTSMOUTH)

### BOOKS & MUSIC NEW AND SECONDHAND

Over 500,000 Volumes in stock. Magazines, Periodicals, Penguins, Stamp Catalogues etc. School Books—Advance and Junior. Music Dept—Operas Oratorios, Instrumental, etc. EVERYTHING YOU WANT Write, Call or Phone 5144 318 FRATTON RD., PORTSMOUTH

## CJC DEVELOPMENTS LTD (PORTSMOUTH)

Careers in Engineering Company for ex-Royal Navy skilled craftsmen as Fitters, Turners, Milling machinists, etc. Good working conditions and rates of pay in new factory.

Apply Personnel Officer—

CJC DEVELOPMENTS (Portsmouth) LTD. Fitzherbert Road, Farlington, PORTSMOUTH



## H.M.S. SULTAN



Capt. L. F. Ingram, A.D.C., M.I.Mech.E., M.I.Mar.E., R.N., being hauled away upon his departure from H.M.S. Sultan

## H.M.S. KENYA

THE FIRST article on the ship's activities covered the period from leaving Britain to our arrival in South Africa, and this second letter will end with our return to Portsmouth after a year abroad.

On reaching Simonstown the ship at once started a much-needed period of self refit, and recreational activities reached a high level as we tried to shake off the effects of the flesh-pots of South America and become fit enough to challenge the local sportsmen on terms of near-equality. Hockey, rugby, soccer and running teams all did battle for the honour of the ship, and if they were not all successful on the field, they performed nobly in the pavilion afterwards. Capetown was close at hand and when Kenya arrived for an official visit there were few on board who were strangers to the city. On the short trip round from Simonstown we embarked many South African officials from civic and service organisations and, in co-operation with H.M.S. Magpie, carried out exercises to give the laymen an insight into Naval operations. Unfortunately the weather was very

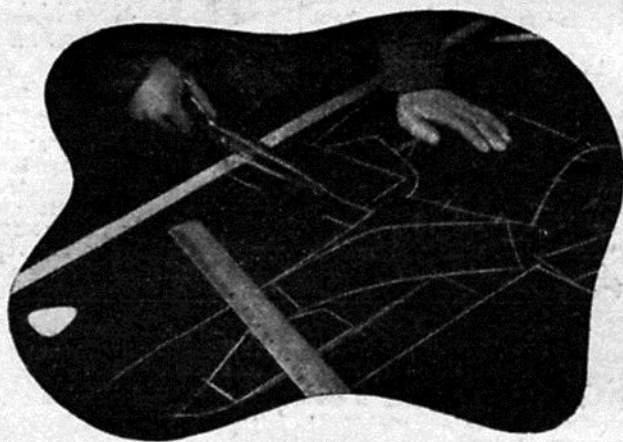
bad, so conditions were a little too realistic to be enjoyed to the full.

## Outward Bound

At this time "Outward Bound" activities reached their peak. Whilst the ship sailed round to Capetown, a group of six did the journey on foot over Table Mountain. This involved sleeping out for one night and cooking their own food during the two days they were en route. Owing to bad weather the summit of the mountain was not reached but the back plateau was crossed. Capetown also saw the departure of the second "Great Trek" northwards. A party of forty cyclists left the ship in four sections to cycle the 1,100 miles to Durban and there rejoin the ship. Competition for selection for this trip was extremely keen and the select few enjoyed a unique opportunity to see almost all aspects of life in South Africa. Braving snow, rain, wind and sun, crossing mountain passes and coastal plains, sleeping in tents, schools and cinemas, they rejoined the ship oozing fitness at every pore.

(Continued in column 3)

## SARTORIAL SAGA



## A SUIT IS BORN!

Skilled designing and expert cutting to the style of your choice ensures perfection in the finished garments. Good styling combined with materials of taste produce results which will give you infinite pleasure

Good Clothes are made by

**FLEMINGS**  
of **PORTSMOUTH**

Branches at:

PORTSMOUTH DEVONPORT CHATHAM  
WEYMOUTH GIBRALTAR MALTA

and

H.M.S. MERCURY H.M.S. BLACKCAP H.M.S. GAMECOCK

## SUBMARINE COMMAND

## Submarines and the Press

DURING THE past 18 months there have been a number of articles and statements appertaining to the submarine both as a weapon of war and a means of conveying cargoes across the oceans of the world. These articles culminated with a very recent announcement that Japan's biggest shipbuilding firm, Mitsubishi of Kobe is planning to build a 30,000 ton nuclear powered submarine oil tanker with a submerged speed of 22 knots.

It is interesting to reflect that this most recent development was forecast in Lloyds List and Shipping Gazette in its issue of November 30, 1955. In a long article the paper stated that:—

"We are within sight, indeed, of the dream of the Naval Architect: A large freighter in which, because she is submersible, increased block coefficient can be combined with high speeds of the order 100-150 knots, and with operating costs which are but a small fraction of those now obtaining in the most efficient and best run surface vessels of this type... How soon this dream is realised and by which country first (with the great advantage entailed) depends on the effort directed towards its realisation... Can we afford as has happened many times in the past, to allow the revolutionary ideas which we have pioneered to be seized upon eagerly by other more successful in furthering them into rapid practical use?"

Press cuttings also show that U.S. Submarines armed with "surface to surface" guided weapons are operating with the U.S. Fleet.

The words "surface to surface" are of great importance. They mean that the missiles can be directed against military targets and centres of industry and are not purely for the protection of other Naval forces. In fact they are offensive weapons which can bring the war to the very heart of the enemy homeland.

One can also see in the press the extent to which submarine hull design has developed. The current "ultimate" in design is evidenced in the U.S. Submarine Albacore which can achieve a tremendous underwater speed with non nuclear propulsion equipment. The First Sea Lord went to sea in the Albacore during his last visit to the United States and personally operated her hydroplanes together with the Chief of Naval Operations. No less a person than the Secretary of the U.S. Navy (the Hon. Charles Thomas) stated at Groton, Connecticut on July 21, 1955, that:—

"Submarines with nuclear power are a new and modern weapon. They have a submerged endurance and versatility hitherto unknown. In addition to the traditional role of destroying enemy ships, the nuclear submarines may lay mines, may furnish early warning of threats to our homeland or to ships of our task forces and may track and kill enemy submarines. Nuclear

powered submarines may be used for the supply and replenishment of our jet seaplanes, perhaps nuclear powered ones that I mentioned. Even more important, the nuclear submarine has a very promising role as a component of a missile launching system. Equipped with missiles the submarine can silently emerge from the depths of the ocean and send missiles of great destruction great distances with deadly accuracy as the newest weapons system of our retaliatory arsenal."

The nuclear powered submarine Nautilus has received much space in the press and also the British submarine Explorer, powered by propulsion equipment using High Test Peroxide.

Reports of a speech by Mr. Khrushchev have shown that the Soviets are fully aware of the capabilities of missile firing submarines.

The word "submarine" describes any ship with the ability to submerge and surface regardless of her primary function as a warship. One day, might we not build submarine battleships to destroy enemy bases, submarine destroyers to destroy submarines, submarine frigates to protect our surface and submarine transporters carrying personnel and cargoes? Is the time not coming when the word submarine will be synonymous with warship?

## H.M.S. DOLPHIN

ALL OF us in Blockhouse were delighted to see the award, in the New Year Honours List, of the M.B.E. to the very recently retired Instructor Lieut.-Cdr. H. G. Middleton. It was only in his last years in the Royal Navy that he made direct contact with "The Trade." But he unearthed more history about Fort Blockhouse than five generations of submariners had succeeded in so doing. Not only will we remember him in these columns for his activities "on the peninsula," but also as one of the original members of NAVY NEWS, to which he contributed and did so much.

There is no better way of giving a brief account of "Schoolie" Middleton than in his own words and inimitable style:

"Instructor Lieut.-Cdr. Middleton, a Londoner by birth, a cockney by temperament and a pirate at heart, joined the Navy from Bristol University in 1926. As a thin ring Schoolmaster he had a copious supply of hair, a benign rotundity, and a flair for walking into maximum trouble with the minimum of difficulty. As a consequence, apart from a philosophy of life which the Commander's displeasure always engenders, he has developed a robustness of outlook and expression which many envy, few can equal, and none surpass. He has been found most reluctant to give full and supporting details of his more meteoric moments, and it is suspected that a story, "My 30 years in The Andrew," has been syndicated, not, as one would suppose, to NAVY NEWS,

but to a chain of sensational Sunday newspapers.

"Since his arrival in Blockhouse in April of 1955, a great number of Submarine Officers have been persuaded to become annual subscribers to NAVY NEWS. And when we learn that he is one of the original members of the NAVY NEWS Board don't be surprised if we get a take over bid for Blockhouse Fort from the Ministry for the Preservation and Maintenance of Ancient Monuments. He has also assumed to himself the role of Dolphin correspondent—this has been done without permission—and I am glad to be in a position to tell you that the position has now been regularised by appointing an official scribe. It might be well to record how one Chief Petty Officer reckons it cost him almost the price of a mink when his wife learnt through the medium of NAVY NEWS of an event of immense social and Dolphin importance about which her husband was maintaining a strong and self-interested silence. Another rating, sooner than open up his money box, when his wife discovered of another and somewhat similar event, pleaded for instant draft so as to avoid the domestic freeze he knew only too well to expect.

"From careful enquiry we learn that he is 53 years of age but we are uncertain as to what he intends to do on retirement. Some are under the impression he is going to live abroad in a sub tropical islet, others that he is going into the field of advertisement, and yet again some who maintain that he is becoming a stud groom to the Titchfield brand of strawberry. Whatever his eventual retirement activity I would suggest, if he does not set too high a price on his labour, that dressed in period costume he might conduct curious yet wealthy sightseers through the Fort with benefit and profit to Dolphin Funds, to Blockhouse Charities, and, with income tax free tips, to himself."

## SUBMARINE O.C.A.

IT IS good news to hear that the Norfolk Branch, which has only been in commission for nine months, have already a complement of thirty seven members. They are well organised and the enthusiasm runs high. They were very pleased when two serving members of the Submarine Service, the brothers D. and K. Wallington, paid them an unexpected visit. Since this branch is in a holiday district and members of S.O.C.A. may be thinking of spending a holiday in Yarmouth or Lowestoft, the Secretary of the Norfolk Branch has suggested that their members would be only too pleased to have other members stay with them, and save the expense of hotels or boarding houses. If any member of S.O.C.A. considers this very generous proposal he should write to the Secretary: Mr. J. F. Holdsworth, 18 Florence Road, Thorpe Hamlet, Norwich.

(Continued from column 2)

and almost bursting with a vast store of reminiscences for their less fortunate shipmates.

On leaving Capetown we again became a Flagship when we embarked Commander-in-Chief South Atlantic, Vice-Admiral Sir Geoffrey Robson, for a cruise to Lourenco Marques in Mozambique and the French Naval base at Diego Suarez in Madagascar. These visits took us back to warmer weather and after exercising with H.M.S. Magpie we were joined by H.M.S. Pelican to complete the South Atlantic Squadron for its visit to Durban. After being "sung-in" by the familiar figure of the "Lady in White" and retrieving our cyclists the atmosphere of "July Week" took hold and the number of cars alongside with their quota of sailors was reminiscent of those happy days in Texas. Hospitality was on a similar scale and our stay was all too short before a crowd on the long breakwater waved farewell as we sailed for Mombasa.

## Memorable Visit

The Colony of Kenya set out to make our visit really memorable—and how they succeeded. The concert party and most of the Royal Marines disappeared to Nairobi to entertain and impress the residents, and large parties left the ship for varying times to go on safari. The last-mentioned returned, sunburnt to all shades from nut-brown to salmon pink, with stories of lions, rhinoceros and elephants of previously unknown size and ferocity prowling only inches away from the intrepid travellers. (Safari stories are like fishing stories,

only more so.) The few remaining in Mombasa bargained most successfully for the carved wooden animals that are so much a feature of the street traders' wares. Rather surprisingly all the wanderers returned in time to sail for Aden (the last Nairobi party had very little time to spare, but all was well).

As we sailed towards Aden, not being gifted with prophecy, we exercised in preparation for joining the Mediterranean Fleet, and those with wives about to travel to Malta began to look rather pityingly on their less fortunate friends. But it was not to be. Steaming up the Red Sea shortly after a vast shopping run in Aden, we had the doubtful privilege of being one of the first (if not THE first) of Her Majesty's ships to be affected by the "nationalisation" of the Suez Canal by Colonel Nasser, and back we went to Aden.

In all, we spent two months in the searing heat of the Aden summer spending much of the time at sea exercising and working-up to a high operational efficiency to fulfil any duties required of the Red Sea Fleet. This period of waiting was, in its way, quite eventful. A regatta with H.M.S. Diana, a swimming gala and several matches for the soccer and hockey teams provided recreational diversions while storing ship from an R.F.A. and ammunition, varied the usual daily round. From Aden we made two trips to the Persian Gulf and also visited Kamaran, a small island in the Red Sea. There Seamen and Royal Marines held a large scale landing party exercise, after which both sides claimed a resounding vic-

tory and agreed that there were worse places than Aden in which to spend one's time.

## No News

October arrived with no news of our relief and the "Buzzes" switched from Hong Kong dollars to Aden Christmas cards and National Service badge-men. However, early one Saturday morning the Captain broadcast that we should be sailing for home that same day and so we did. Somehow a full storing programme was completed, ammunition was landed and most people managed one last quick shopping run before we said goodbye to Aden, bound for the United Kingdom, via the Cape.

The day after leaving Aden we met R.M.S. Kenya Castle and, closing her, we steamed in company whilst the Royal Marine band entertained the interested passengers. After this concert we did our last refuelling at sea when a crate of beer was transferred for the hard-worked musicians. No other distractions delayed us on our

(Continued on page 16, column 3)

## JUDO and JU-JITSU

New Powerful Method of SELF-DEFENCE

Can be Mastered by Anyone aged 6 to 90—in 10 easy to follow

PRIVATE Lessons without VIOLENCE

And a COLOURED Belt gained.

Professor George Garside

BLACK BELT INSTRUCTOR

Special Concentrated Lessons for Pupils on

SHORT LEAVE.

474A COMMERCIAL RD., PORTSMOUTH  
Phone 73237 or 5068



# SPORTS PAGE

## HOME AIR COMMAND

### ASSOCIATION FOOTBALL

#### Inter-Command Cup

THE HOME Air Command are all out to retain the coveted Inter-Command Trophy and played the first of the two semi-final matches in this competition versus Nore Command, at Chatham, on Wednesday, January 23. A report of this match will be included in the next issue.

#### Home Air Command Fixtures

Meanwhile, as a prelude to this Inter-Command match, the Air Command team met the glamorous amateur side, Pegasus F.C., in a friendly fixture played at Oxford on Saturday, January 19.

This game was primarily arranged as a final guide for the Command selectors and to assist the chosen players in getting to know their teammates and style of play. At the last moment, influenza deprived the Home Air Command team of their centre-forward and outside-right.

Pegasus, having surprisingly lost the first round of the F.A. Amateur Cup to Romford in their previous match, were determined to make amends for this but, unfortunately, at the expense of the Air Command team, who were under no false illusion as to the ultimate outcome of the match. It was obvious from the kick-off that we were up against a much superior soccer team—who with neat, skilful and very fast attacking moves, soon began to run the Air Command into the ground.

In the opening minutes of the game Parker, at inside-left, forced a corner, which was taken by Goodwin. He crossed a fine ball to Mulry, at outside-right, who narrowly failed to score. From this Pegasus swept into the attack and, in the seventh minute, their outside-left, Sutcliffe, centred a beautiful ball which Trimby drove low into the corner of the net (1-0).

Air Command had several chances to make amends—but golden opportunities were missed by Mulry and Barnes with only the goalkeeper to beat. A goal at this stage would have been so valuable to morale.

Pegasus continued their pressure, and their brilliant moves were a pleasure to watch—Sutcliffe, being the danger man and spearhead of attack; only magnificent goalkeeping by P.O. Cairns, in the Command goal, kept the score down.

The Air Command defence were playing too far up the field and, through lack of speed in recovery, this mistake in tactics resulted in two quick goals being scored against them; quick, through passes with McCauley and Lewis out of position, allowed Pegasus' brilliant outside-left to net two more goals in the thirtieth and forty-fourth minute, bringing the half-time score to 3-0.

In the second half, various forward line changes were made, but they failed to alter the course of the game. Pegasus, with their tails in the air and Romford in their minds, were the complete masters. They were using the ball to every advantage, and in the fifty-fifth minute, Sutcliffe again crashed in a terrific centre which Cairns just managed to punch clear—only to see it drop at the feet of the Pegasus' inside-right, who drove it home (4-0).

Air Command struggled gamely on. Parker, now switched to outside-left, was playing well, and one of his splendid crosses was just headed over the bar by Barnes but, try as they may and they did try so hard, the Command just could not pierce the superb goalkeeping of Amateur International Pinner.

Pegasus were indeed playing like champions; in the sixtieth minute Trimby scored yet again with a cleverly placed shot and, in the seventy-fifth minute, Sutcliffe brought the final total to 6-0.

Although well beaten, this match has given the Command team a vital pep-up, and it is to be hoped that the lessons learned will bear fruit in the encounter versus Nore.

### PORTSMOUTH COMMAND BOXING CLUB

IN A match with the Army (Salisbury Plain District) the Command Club were the winners by six bouts to five.

Individual results were:  
Mnc. Kelly (A.S.R.M.) beat Gnr. Henderson (R.S.B.) 1st round.  
L./Sea. Cleary (Vernon) beat Gnr. Simpson, points.  
Mnc. Simpson (R.M.B., Eastney) lost to Signm. Lee, points.

#### Navy Cup

In the Navy Cup semi-final, H.M.S. Daedalus meet Royal Naval Barracks, Chatham, on February 23, at Chatham; we wish them every success—and hope to see them in the final, which is to be played at Fratton Park on April 15.

#### Air Command Cup

The decision to complete the Air Command Cup (Knock-Out) Competition before Christmas leave has proved very satisfactory and the competition ran smoothly throughout. As was to be expected in a "sudden death" competition, there were many surprises—Ariel defeating Lee and Ford, only to be beaten themselves by the holders, Cudrose, in the semi-final. In the northern semi-final, Stretton defeated Anthorn—and then travelled south to Lee-on-Solent, to beat Cudrose in a thrilling, if not skilful, final. Result 5-3.

#### RUGBY

As with the Air Command competition, the Bambara Rugby Trophy (Knock-Out) Competition has been completed but, again, not without some surprising results.

The holders, Cudrose, were beaten by Yeovilton in the second round, and they, in turn, were beaten by Ford in the southern semi-final. In the other semi-final, Stretton, the northern favourites, were beaten by Anthorn.

The final, which was played at Stretton, resulted in a win for R.N.A.S. Ford, 6-3.

Air Command was sorry to lose the services of Lt.-Cdr. Pease early in the season, but has welcomed Lt.-Cdr. Edwards who, on arrival at Stretton, took over as honorary secretary in his place, under the guidance of Capt. E. M. Harvey who, as chairman, will shortly be relinquishing office in favour of Capt. F. Stovin-Bradford, D.S.C., at R.N.A.S. Brawdy.

#### CROSS-COUNTRY

Training is already under way at most stations for the Home Air Command cross-country championships which, once again, will be held at H.M.S. Ariel on February 26. All details are given in H.A.C.S.I. No. 1.

#### FENCING

It is hoped that there will be many entries in Phase I Unit competitions, leading up to Phase II, which will be held at Lee-on-Solent, on March 21 and 22 (H.A.C.S.I. No. 2 refers). Bayonet fencing is being discontinued as an organised competition this year and is being replaced by a new "team competition" consisting of three foil and three sabre. It will be interesting to see how successful this competition will prove and it is especially desirable that Unit teams should be formed at an early date in preparation for this competition.

#### BOXING

The Home Air Command championships (and team competition) are being held at R.N. Air Station, Bramcote, on March 19, 20 and 21 (H.A.C.S.I. No. 4 refers).

To ensure that as many likely boxers as possible have the chance to be selected for the Command team, individuals who do not represent their stations in the team competition, will be matched versus losing contestants or between themselves. Come along, all you boxers—give your names into your Sports Officer NOW!

#### SQUASH

The Home Air Command championships and trials will be held on March 7 and 8, at R.N. Barracks, Lee. Details are given in H.A.C.S.I. No. 3.

#### STOP PRESS

Result—Inter-Command Football Association: Nore Command 0, Home Air Command 3.

Ord. Sea. Hilton (R.N.B.) lost to Fus. Shanahan, points.

L./Sea. Rogerson (R.N.B.) lost to Cpl. Burston (R.S.B.) 2nd round.

M.E. Boom (Dolphin) beat Gnr. Gudgeon (R.S.B.) 3rd round.

N.A. Bailey (R.N.A.S. Lee) beat Gnr. Cowling, points.

A.B. Rawlings (R.N.B.) beat Gnr. Curtis, points.

## SQUASH RACKETS

THE R.N.S.R.A. was formed before the war with the object of encouraging the game in the Royal Navy and selecting and training an inter-services team. Squash rackets is a game rapidly becoming more and more popular in Great Britain. It couples requirements for great skill and endurance with the ability to thoroughly exercise oneself within a half-hour period on the court. Many courts have been built at Naval shore establishments, although no Her Majesty's ship has so far aspired to building one on board in competition with R.M.S. Queen Elizabeth, where passengers can play in mid-Atlantic providing the ship's stabilisers are working correctly.

The Royal Navy has won the Inter-Service championship six times since the war, sharing the honour with the Army. The R.A.F. have only once won since the competition was first started in 1928.

This year the Army again won with a strong team, their first two strings being Internationals. The Royal Navy team consisted of Lieut.-Cdr. Shattock, Cdr. Molyneux, Lieut. Foster (Royal Marines), Lieut. Packard and Sub-Lieut. Eveleigh. Shattock had previously beaten Ainsworth in the final of the R.N. Championship, where the latter unfortunately pulled a muscle and was unable to play in the Inter-Service matches the next day.

Twenty-five entries were received for the R.N. Championship, the preliminary rounds of which were played at the R.N. College, Greenwich. Four ratings took part. One, Ord. Sea. Holden, progressing as far as the third round before being beaten by Cdr. Molyneux.

This season has seen the visit of a South African national team. They have played many matches all over the country, including one against the Combined Services, where they were narrowly defeated at the Nuffield Officers' Club, Portsmouth. The Navy had one representative, Lieut.-Cdr. Ainsworth, in the Combined Services' side.

The Royal Navy squash season is a short one, the object being to work up a team for the Inter-Service competition just before Christmas. However, after Christmas there are several inter-establishment competitions and the Inter-Command knock-out competition is to be held at Greenwich early in March, 1957.

Any information regarding squash rackets in the Royal Navy can be obtained from Lieut.-Cdr. B. K. Shattock, R.N., H.M.S. Dryad, Portsmouth.

## SPORTING FIXTURES IN FEBRUARY

### ASSOCIATION FOOTBALL

- 16.—England v. Wales (Amateur).
- 23.—Ireland v. Scotland (Amateur).
- 26.—Scotland v. England (Under 23).
- 27.—Royal Navy v. Isthmian League.

### BADMINTON

- 15.—Inter-Command Championships at Chatham.

### BASKET BALL

- 26.—Inter-Command K.O. Final at Devonport.

### BOXING

- 12-13.—R.N. Boys' Championships at Deal.
- 26-27.—I.S.B.A. Boys' Championships in H.M.S. Ganges.

### HOCKEY

- 9.—Combined Services v. North at Chatham.
- 13.—Royal Navy v. Oxford University at Oxford.
- 20.—Royal Navy v. Civil Service at Chiswick.
- 23.—Oxford v. Cambridge at Beckenham.
- 27-28.—Inter-Command Championships (Women) at Portsmouth.

### RIFLE SHOOTING

- 11.—Inter-Service Championships (Women) at Uxbridge.

### RUGBY

- 9.—Royal Navy v. Royal Air Force at Twickenham.
- 9.—Ireland v. England at Dublin.
- 23.—England v. France at Twickenham.
- 23.—Scotland v. Ireland at Murrayfield.

### SQUASH

- 8.—England v. Ireland in Dublin.
- 9.—England v. India in Dublin.
- 10.—Ireland v. India in Dublin.
- 17.—Amateurs v. Professionals at Lansdowne Club.
- 18-23.—Women's Championships at Lansdowne Club.

## HOCKEY

HOCKEY, NEXT to football, is probably the most-played game in the Navy, and so it should be of interest to many in the Service to learn something of the activities of an apparently remote body called the Navy Hockey Committee.

A major aim of this committee is to produce a hockey side to represent the Navy in the Inter-Service tournament. This is easier said than done, for the Navy have not beaten the Royal Air Force since 1946 and the Army for more than twenty years. The committee set about their task in two ways.

The first thing done is to encourage hockey throughout the Navy by helping club and command sides where possible (particularly by means of coaching in Training Establishments under the auspices of the English Hockey Association) and by promoting the competition for the Navy Cup. This is an inter-unit knock-out competition limited, by travelling expenses, to units south of the Thames. It starts in October and goes on throughout the season until the final in March. Previous winners have been 1954-55, Reserve Fleet, Plymouth; 1955-56, H.M.S. Collingwood. It is hoped that this competition will not only provide some good sport, but will also give many players experience in a better class of hockey, while bringing to the front those who with further experience may well represent the Navy later.

#### Representative Side

Secondly, the Navy Hockey Committee concerns itself with the formation of the representative Navy side. Navy trials in the form of matches between the Commands take place in November and December each year, and from these trials the more promising players are picked to play in representative Navy sides in a series of matches from December to March. The opponents in these matches include some of the best civilian hockey clubs, Oxford and Cambridge Universities and representative sides of near-international standard. The Inter-Service matches are then played at the end of March—beginning of April.

The Army and Royal Air Force have, as usual, many first-class players, including experienced inter-

national, three of whom (two R.A.F. and one Army) went to Melbourne with the Olympic team, and one other Army player was a reserve for Melbourne; so we are up against it.

#### Navy Trials

However the Navy trials have produced a very good defence, who did well against the Old Kingstonsians (one of the three best London clubs) in December. There are possibilities amongst the forwards, but unfortunately some of the most promising are scattered between Lissiemouth and Plymouth, so that it is not going to be easy to get them together regularly before the inter-Service matches.

Nevertheless, there is always hope and provided all are extremely fit and the weather does not rule out too many games, there is no reason why the Navy side should not do even better than in recent years.

## SCANBRIT LIMITED

Seek accommodation for young people (14-22 years) from Scandinavia and Europe as

### PAYING-GUESTS

in educated

### ENGLISH FAMILIES

with similarly aged children, chiefly between June and September. 5gns. to 8gns. per week according to amenities available. Write or telephone, stating husband's profession and ages of own children to: Dept. N.N.

Lt. Comdr. F. B. Fisher, R.N. (Retd.)

45 Salisbury Road, Southsea  
Hants.

Tel. No: Portsmouth 33105.

PLEASE NO BOARDING-HOUSES

# Try a NEW smoking experience

A RIZLA rolling machine opens the door to new

possibilities—choice of cigarette

tobacco, choice of size, certain

pleasure. It's the smart

thing now to—

enjoy   
**RIZLA**  
rolled cigarettes



For only 9½d start "choice" smoking today  
with a RIZLA Rolling Machine,  
Cigarette Papers and Filter Tips



## Ex-Worcester Cadet brings Frigate on visit to Training Ship

IN THE Thames at Greenhithe on Friday, a former Worcester cadet will berth the Naval frigate which he has risen to command astern of the three-decked, black-and-white painted sailing ship in which he received his early training sixteen years ago. He is Lieut.-Cdr. James W. D. Cook, R.N., of Alverstoke (Hants), now commanding officer of H.M.S. Venus, serving with the Dartmouth Training Squadron and employed in giving practical seamanship and technical experience to cadets and midshipmen from the Britannia Royal Naval College.

H.M.S. Venus, which will have some thirty third-term cadets on board, is to secure two cables from the Worcester at Swanscombe Pier for a three-day visit, during which cadets of the two ships are to exchange calls in a social and sporting programme arranged by Lieut.-Cdr. Cook and Capt. Gordon C. Steele, V.C., R.N.R., Superintendent of the Worcester.

### Modernised

The Venus, a fast anti-submarine frigate laid down in the Clyde fourteen years ago and extensively modernised since that time, has an

overall length of 362 feet, fourteen feet longer than her famous three-masted neighbour. Cdr. Cook, who attended Bedford School, left the Worcester in 1940 after gaining second place for the King's Gold Medal and being presented as a result with a gold hunter watch by the P. and O. Steam Navigation Company on passing out. He afterwards went to sea as a midshipman, R.N.R., transferring to the Royal Navy after the war.

### Life at Sea

The cadets being given an introduction to life at sea in the Venus live exactly as the junior ratings on board, sharing their duties and work and gaining a preliminary knowledge of the working of the seamanship, engineering, supply and electrical branches. After this term at sea these cadets will return to the Britannia Royal Naval College for the more technical training required before taking their places in the Fleet as Sub-Lieutenants.

Other ships of the Dartmouth Squadron are H.M.S. Carron, a destroyer; H.M.S. Vigilant, a frigate; and two minesweepers, H.M.S. Acute and H.M.S. Jewel.

## PORTSMOUTH FIELD GUN CREW

THIS IS our first monthly news letter to tell you all how your crew is getting on with training for the year's Field Gun Competition.

Testing of volunteers has been going on since December 1. All volunteers have been brought to the track at Whale Island and there given an hour's work-out under two P.T.s. This is to discover who are already fit enough, and also whether they have the "force-on" outlook required of a field gunner.

### Volunteers

The first selected volunteers arrived at Whale Island on January 11, and were at once set to work on getting the living quarters ready for the remainder of the crew and in preparing the gear. No team training is per-

mitted by the rules of the competition until February 1, by which time all the gear will have been prepared and fifty selected men will be rarin' to go. Training this year will be on the Whale Island track, as the one in R.N.B. has proved too small to run two crews simultaneously. However, exhibition runs will be carried out in the Barracks commencing in April, and the track has been prepared for use in case bad weather puts the one at Whale out of action. Anyhow, wherever we are, visitors are always most welcome.

The Commodore is coming to give us a send-off on your behalf on February 1, and by the time this appears in print the crews will be well away on the long slog to bring the cups back to Pompey in 1957.

## Classified Advertisements

Classified Advertisements may be placed at:

Gale & Polden Ltd., Nelson House, Edinburgh Road, Portsmouth, as well as at the Royal Naval Barracks, Portsmouth.

Private Advertisements, 2d. per word; minimum, 2s.

Trade Advertisements, 2d. per word; minimum, 4s.

Name and address of advertiser must accompany each advertisement.

Box Number, 9d. extra.

The inclusion of any advertisement cannot be guaranteed, nor responsibility accepted for any errors or omissions.

### SITUATIONS VACANT

THE NATIONAL BOILER AND GENERAL INSURANCE CO. LTD., St. Mary's Parsonage, Manchester 3, require engineers for appointment as Inspecting Engineers of (a) boilers and engines, (b) lifts and cranes, and (c) electrical plant. First-class M.O.T. Certificate of Competency and/or Higher National Certificate (Mechanical or Electrical or equivalent); full apprenticeship and practical experience necessary. — Apply in own handwriting giving age (limit 26 to 33), training and experience, academic qualifications and copies of testimonials; salary £675-£1,000 (progressive). Non-contributory pension scheme.

### HOUSES FOR SALE

DO you desire house ownership? Why pay excessive rent? House purchase with endowment assurance with reduced premiums by naval allotment ensures security for the future; 90 per cent. to 100 per cent. loans advanced. — Write for full particulars without obligation to S. V. Norris, "Gwenlyn," Beechwood Avenue, Waterlooville, Hants.

ONLY £90 DEPOSIT. Balance on mortgage. New bungalows, £1,685, in woodland setting close main London Road, outskirts Portsmouth. — Full details from Sole Agents, Napier, Harding & Partners, 81b London Road, Waterlooville, Hants. Tel.: Waterlooville 2447/8/9.

### WANTED

U-BOAT Souvenirs wanted for purchase by museum; also submarine periscope. — Box No. 45 "Navy News."

### ACCOMMODATION

TWO FURNISHED ROOMS, own kitchen, meter; use of bathroom, newly decorated; £2 17s. 6d. weekly incl. electric light; no children. — 35 Wadham Road, North End, Portsmouth.

"RED ROOFS," Wilson Grove, Southsea. Comfortable board residence. Parking space. A.A. listed. Phone 33738. (Open all year.)

FULLY FURNISHED FLATLETS, own kitchen, vacant any period until May, 2 gns. Also flat, £2 10s. No children. — 38 Shaftesbury Road, Southsea (opposite Queen's Hotel).

FLAT, superior, own kitchen, use of bath. Vacant February 24. £2 6s. weekly inclusive of electric light; own gas stove, meter. — Call after 6 p.m. or write W.V.S., 2 Milton Grove, Southsea.

SOUTHSEA, Hereford Hotel, Kent Road, A.A. and R.A.C. Phone 5064. Bed/breakfast or board residence.

TWO FURNISHED ROOMS, share kitchen and bathroom, with widow; £2 5s. weekly incl. gas and electricity; gas fire in dining-room, with own meter. — Norster, 82 Langstone Road, Milton, Portsmouth.

### HOLIDAY

### ACCOMMODATION

JERSEY'S superb Town Hotel extends a warm welcome to you, A.A. appointed. Open all year. Luxury private baths. Famous candlelight grill. Zither player. — "REVERE," Kensington Place, St. Helier. Tel.: Cen. 728.

### CARAVANS

FORGET ALL YOUR CARES and relax in a well-equipped 6-berth caravan situated in the New Forest which you can hire for a moderate fee. Children are welcome. — Apply Mrs. A. K. Whitaker, 58 First Avenue, Farlington, Cosham.

### MISCELLANEOUS

SUBMARINE SOUVENIRS wanted for museum. Instruments, fittings, equipment purchased. Anything connected U-boats wanted. — Summers Red Lion, Henley-on-Thames.

TAXIS. — Ajax, Phone 4304, 71240, 24-hour service. — 10 Hyde Park Road (close Guildhall).

FOR SALE, superfine doeskin uniform. Excellent condition. Medium build, 5ft. 11in., waist 32in., leg 3 1/2in. £12 o.n.o. — "Rosecare," 3 Birch Way, Harpenden.

## VICKERS-ARMSTRONG

(Engineers) LTD. CRAYFORD, KENT

### HAVE VACANCIES FOR ELECTRONIC ENGINEERS

with some industrial experience, preferably in low power Servo systems and/or associated test equipment and appropriate degree or Higher National Certificate.

### ELECTRONIC TECHNICIANS

with service experience of Radio, Radar and Electronic Equipment, especially Pulse circuitry. Theoretical training to O.N.C. or equivalent standard. Selected candidates will be given training in Testing and Adjusting Electronic Computers.

Applications should be made in writing to: MANAGER, ENGINEERING DEPT. AND LABOUR

## Navy Rugby Football

SINCE LAST month's notes the Navy have played the Civil Service and beaten them by seventeen points to thirteen. This was the Navy's "Home" match this year; and an experiment was made of playing the match at Bath, by courtesy of the Bath Rugby Football Club and the Bath City Council. This proved a great success, as a large crowd watched an exciting game in brilliant sunshine.

The Navy XV were missing two of their forwards, Shpt. Art. Copley, the England trial forward, and P.O. Prosser, both of whom were released in view of the county championship quarter-final forty-eight hours after the Navy game. The presence of Copley was much missed in the loose mauls and in the line-out, particularly in the latter sphere, where the Civil Service had much the better of the argument.

### Weak Finishing

The Navy should have been fifteen points up in the first quarter of an hour; but after the openings had been made the finishing of the outsiders was poor and movements broke down on the Civil Service goal-line. Instead of being comfortably in the lead the Navy found themselves eight points to three down at half-time, due to the Civil Service having taken advantage of passing faults in the Navy three-quarter line.

In the second half the situation changed completely, in spite of the fact that the Navy were playing seven forwards only. Lieut. Mainwaring, R.M., having to go to full back to replace Eng. Mech. Williams, who had to retire at half-time with a shoulder injury. Fortunately the Navy hooker, Instr. Lieut. Thomas, was in superb form and the Navy had rather more of the ball than in the first half; the outsiders settled down and the speed and backing up of the whole side was too much for the Civil Service as the game went on.

### Full Strength

The Navy played Blackheath on the Rectory Field on Saturday, January 26, followed by Gloucester, also away, on Thursday, January 31. It was expected that the side would be at full strength for both these matches, the last before the game against the Royal Air Force at Twickenham on Saturday, February 9. Barring any more injuries the Navy should have a useful XV this year.

## CROSS-COUNTRY RUNNING

For the second consecutive year the Hong Kong A.A.A. Individual cross-country championships was won by Sub-Lieut. R. Pape. The race, of approximately six miles, was run in the New Territories, Kowloon.

## H.M.S. KENYA

(Continued from page 14)

homeward race. Fuel stops in Durban and Freetown and a two-day break in Simonstown were the only halts in our progress to the cold, misty, but long-awaited day when we anchored in Spithead.

Early the following morning we went alongside south railway jetty, the brows were placed in position and a year's separation was over for the "natives." A little later the ship was cleared and divisions formed on the jetty for the Duchess of Gloucester to inspect on her arrival to welcome the ship Her Royal Highness made a quick tour of inspection before giving a short speech of welcome, after which she met many families informally before all returned on board.

After this welcoming ceremony the first leave party got smartly under way but, of course, you all know the rest of the story—at least, until the spring cruise.

## GALE & POLDEN LTD.

Quality Printing for the Services

Your kind inquiries will receive immediate attention at

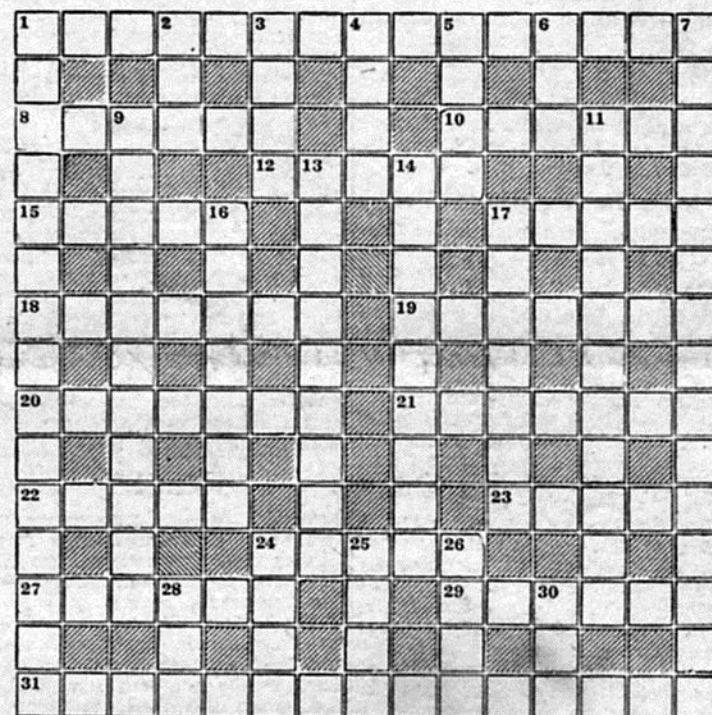
Nelson House, Edinburgh Road Portsmouth Telephone 73271

and 121 High Street, Chatham Telephone 3050

## Navy News Crossword

### No. 28

(Contributed from R.N.A.S. Anthorn.)



### CLUES ACROSS

- Boeing at Wimbledon? (8, 2, 5).
- To a non-drinker with hesitation it is unlikely to happen (6).
- Not a cranial feature of a doctor (6).
- If only A is in time, this would be a happy truth (5).
- I came back and had a meeting with this (5).
- Surplus (5).
- Trite confusion in our time (7).
- A broken tree on the vehicle is a handicap (7).
- Claimed the point (7).
- Confection to eat in its local chair? (4, 3).
- I take my place on the stage (1, 2, 2).
- Nothing more than a lock-up (5).
- German province (5).
- It lets us into a fight (6).
- Send a Petty Officer to a certain direction to approach a windmill (4, 5).
- Eisenhower or Britannia (5, 2, 3, 5).

### CLUES DOWN

- Take a boat and it will be more suitable in tailor's shop (6, 3, 6).

- Do some handicraft in static form (3).
- A thousand and one engineers (4).
- Barrel and a fish (4).
- The sports body leads me into renown (4).
- Said in lockside inns? (3).
- Blacken a saint beyond point, to cover the wicket (9, 6).
- Potato corms (anag.). Quite a horticultural clue (6, 5).
- Bus a mile too (anag.) (11).
- The French went around and skidded, Frozen road? (9).
- Late, beast (anag.) (3, 6).
- This republic is not populated by inhabitants of the republic which starts the same (7).
- Selling return, Nervous? You'll get a stretch for it (7).
- Associated with a famous rowing club in the past (4).
- Sandy island, it sounds (4).
- Comfortable letters, we hear (4).
- Watch for a prelate (3).
- Apophorising the old Royal Yacht? (3).

## Vickers-Armstrongs (Aircraft) Limited

Opportunities are available for

**SKILLED AIRCRAFT FITTERS, TURNERS, ELECTRICIANS, ASSEMBLERS**

and other categories at our works at

**EASTLEIGH and SOUTHAMPTON**

also at

**SOUTH MARSTON Near SWINDON, WILTS**

Enquiries may be made direct to the Personnel Departments at any of the above works or to:

**HURSLEY PARK, Nr. WINCHESTER**

## JOHN DAVIS (BESPOKE TAILORS) LTD

336-338 FRATTON ROAD  
PORTSMOUTH

TEL 73037

TEL 73087

Offer

**THE ROYAL NAVY**

The

**Highest Standard Civilian Tailoring**

- Every Made-to-Measure Garment individually Hand-Tailored.
- Finest Quality 100% All-Wool Materials Used Exclusively.
- Any Style or Design executed to Customer's Exact Specification.
- All Made-to-Measure Garments Tailored in our own Workrooms.
- Every Garment carries Guarantee of Delivery, Fit and Satisfaction.

**NAVAL ALLOTMENTS WELCOMED**